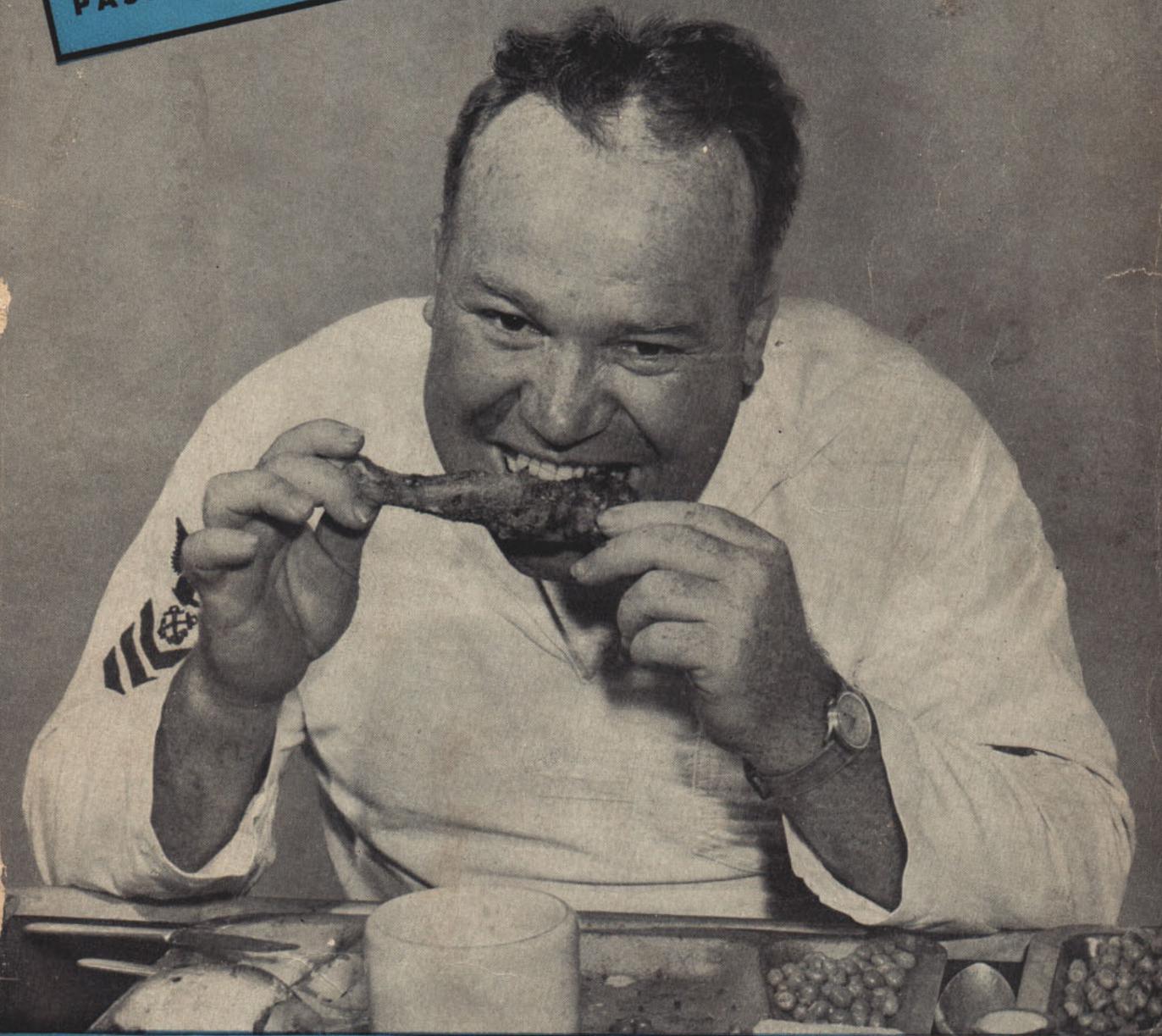


# BUREAU OF NAVAL PERSONNEL *INFORMATION BULLETIN*

JANUARY 1945

NAVPER-0

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**SUPPLY PROBLEM: See Page 12**



**ROCKET CRAFT**

# BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1945    NAVPERS-0    NUMBER 334

VICE ADMIRAL RANDALL JACOBS, USN  
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*The Assistant Chief of Naval Personnel*

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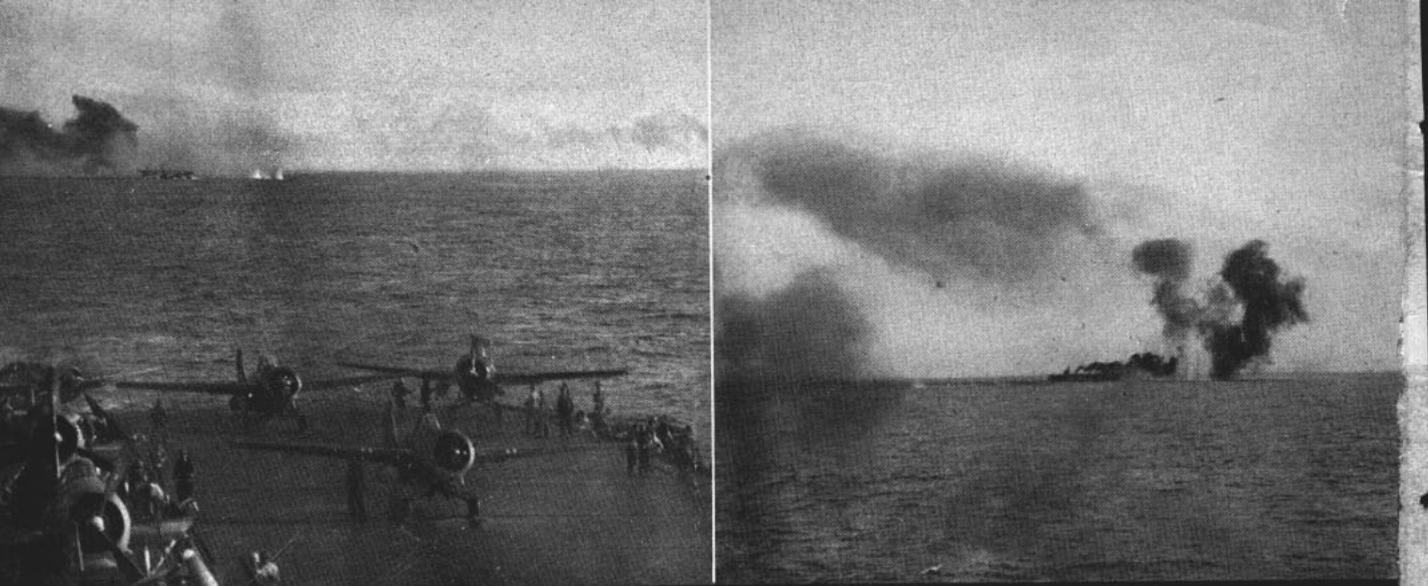
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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access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

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IT IS FOR 10 READERS**





Jap salvos miss narrowly as battle force shelled our escort carriers off Philippines on 24 October.

## They Ran... But Won

### How CVEs, DDs and DEs in an Unexpected Battle Defeated a Powerful Unit of the Japanese Fleet

IT wasn't planned that way: the job of our CVEs, standing off Samar Island on the morning of 24 Oct. 1944, was to provide air support for the five-day-old invasion of the Philippines. They weren't there to fight a fleet engagement.

But they did—and they won.

How they won, whipping and turning back a powerful unit of the Japanese Fleet, makes one of the strangest stories ever told of war at sea:

- The losers had heavy odds in their favor. The winners, even as they won, thought they were lost. They were running all the time they were winning.

- Gallant U.S. DDs and DEs, at the height of the chase, whirled about from get-the-hell-out formation, raced to within 4,500 yards of Jap BBs and CAs, launched crippling torpedo attacks and peppered their big opponents with gunfire at pointblank range.

- Our carrier planes, after they had spent their ammunition and torpedoes, divided enemy fire and sped his rout by making dummy runs on his ships, some dropping their extra gas tanks as make-believe bombs.

It all started quietly enough—if even the routine launching of carrier aircraft can be called quiet—with the planes, setting about their normal day's work over Leyte, taking off before dawn that morning from the three escort carrier groups.

On the south, closest to the mouth of Leyte Gulf, was the group commanded by Rear Admiral Thomas L. Sprague, USN, who also was in overall command of the three groups. In this group were the CVEs *Petrof Bay*, Capt. J. L. Kane, USN; *Sangamon*, Capt. M. E. Browder, USN; *Santee*, Capt. R. E. Blick, USN; *Savo Island*, Capt. C. E. Ekstrom, USN, and

*Suwanee*, Capt. W. D. Johnson Jr., USN.

In the center group, under Rear Admiral Felix B. Stump, USN, were the *Kadashan Bay*, Capt. R. N. Hunter, USN; *Manila Bay*, Capt. Fitzhugh Lee, USN; *Marcus Island*, Capt. C. F. Greber, USN; *Natoma Bay*, Capt. A. K. Morehouse, USN, and *Ommaney Bay*, Capt. H. L. Young, USN.

To the north, closest to the approaching but undetected Jap force, was the group commanded by Rear Admiral C. A. F. Sprague, USN: the *Fanshaw Bay*, Capt. D. P. Johnson, USN; *Gambier Bay*, Capt. W. V. R. Vieweg, USN; *Kalinin Bay*, Capt. T. B. Williamson, USN; *Kitkun Bay*, Capt. J. P. Whitney, USN; *Saint Lo* (formerly the *Midway*), Capt. F. J. McKenna, USN, and *White Plains*, Capt. D. J. Sullivan, USN.

This northern group was the only one whose carriers came within range of the Jap warships' guns in the action, one of three major engagements in the three-day Battle of the Philippines (INFORMATION BULLETIN, December 1944, p. 2).

Two of its ships, the *Gambier Bay* (lacerated by a score of hits from Jap CAs' 8-inch guns) and the *Saint Lo* (victim of an enemy dive-bomber after his surface forces had broken off the engagement), were the only carriers lost from the CVE force. Its escort of three DDs and four DEs, under the tactical command of Comdr. U. D. Thomas, USN, included the other U.S. vessels lost in the action, the destroyers *Johnston*, commanded by Comdr. Ernest E. Evans, USN, and *Hoel*, Comdr. L. S. Kintberger, USN, and the destroyer escort *Samuel B. Roberts*, Lt. Comdr. Robert W. Copeland, USNR.

At 0500, an hour and a half before sunrise, this group launched its com-

bat air patrol for Leyte and, at 0545, its local combat air patrol, antisubmarine patrol and its first strike on Jap beach positions on Leyte. Exactly an hour later one of the pilots of the local anti-sub patrol reported sighting an approaching enemy force of battleships, cruisers and destroyers.

These were the Japs, or most of them, which had been attacked in the Sibuyan Sea the day before by aircraft of the 3d Fleet—now battering another enemy force, including battleships and carriers, well to the north off Luzon. Despite damage, the Jap force had come through San Bernardino Strait during the night and now was swinging around Samar toward our transports, landing craft and supply ships in Leyte Gulf and the still narrow beachheads there.

Expecting to meet no such enemy fleet, the commander of the northern CVE group, Rear Admiral C. A. F. Sprague, ordered that the contact report be checked and verified.

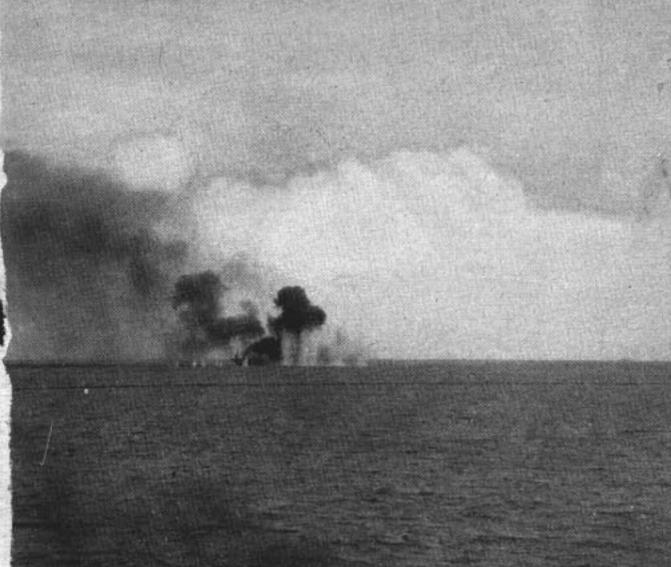
He tells the story from there:

"The report came back: four battleships, seven heavy and light cruisers and about nine destroyers—with pagoda masts. Simultaneous with the pilot's verifying report, we sighted anti-aircraft fire. The whole Japanese force had opened up on him. I knew we were in a tough spot. I didn't think anything could save me, since the Japs were reportedly making 30 knots my way.

"The only thing to do was to think of something to do. I ordered my screen to drop back astern of the carriers and make smoke. We made smoke, too, and immediately launched all our planes. Fortunately, the wind was right. My course was 90 degrees and the wind was from 70 degrees, so I could run and launch at the same time.

"To the north of us there was a rain squall which extended out of sight. It wasn't thick, but the squall, combined with our course change, gave us a few minutes' breather.

"I didn't like our 90-degree course, for the Japs could have stayed on it forever. I asked for all possible aid and assistance from our forces to the south and also ordered the Leyte



Said skipper of a CVE unhit in two and a half hours of attack: "I guess we'd been living right."

Official U. S. Navy photographs

strike to return immediately. Then I ordered a course change to the south.

"I figured we'd be blown out of the water the instant we came out of the rain squall. But, for some reason, the Jap fleet failed to cut across the triangle to cut us off. Instead, they followed us the long way around and, when we came out of the rain squall, their ships were no closer to us than they had been when we entered it.

"I figured we might as well try to do some damage, since it seemed certain we were in for it; so I ordered the escorts to launch a torpedo attack.

"It was a very gallant attack. One of the destroyers got a direct torpedo hit on a battleship."

[The destroyer *Hoel* made two torpedo runs under effective, close-range enemy fire, launching half a salvo each time, in attempts to stop both the enemy's battleship and cruiser columns. The first is believed to have

damaged the lead BB. The second, made on one engine and by hand steering after the ship had been seriously damaged by Jap shells, struck home on the lead enemy CA so effectively that she was scuttled and abandoned. The *Hoel's* guns scored numerous hits on battleships, cruisers and destroyers before she went down after taking some 40 large-caliber projectiles through her thin skin.

[The second U.S. destroyer lost in the action, the *Johnston*, also attacked successfully with both torpedoes and gunfire, at one time challenging an enemy cruiser at pointblank range to draw her fire away from the damaged CVE *Gambier Bay*. After more than two hours of almost continuous firing, during which her guns were knocked out one by one, the *Johnston* went down in the midst of the Jap fleet.

[The story of the third escort sunk off Samar that morning, the DE *Samuel B. Roberts*, is similar: a suc-

cessful torpedo attack under suicidal conditions, followed by gun duels at 4,000 to 5,000 yards with vastly superior enemy ships until—dead in the water and sinking fast—she was abandoned. Cameramen on Jap warships only a few hundred yards away took moving pictures of her survivors as they struggled to their liferafts. They, with those of the two destroyers and the *Gambier Bay*, drifted two days and two nights before being picked up.]

"The Japs (Admiral Sprague's narrative continues) then sent a number of their cruisers up on our port hand, and the destroyers on our starboard hand. The battleships stayed at the rear, and all the guns that could reach us were firing.

"During the two and a half hours of the attack, I estimate that 300 salvos were fired, of which only one scored a vital hit on any of the carriers—a shell caught the *Gambier Bay* below the water-line, flooded an engine room and knocked the engine out. Her reduced speed made her fall behind, and the Jap forces passed her by, scored more hits and sank her. At the same time three of the escorts (two destroyers and a destroyer escort) took hits which sank them.

"I emerged from the surface engagement with five of my six escort carriers intact, although some of them had been hit. The *Kabirin Bay* had taken several hits, including one from a major-caliber shell. My flagship, the *Fanshaw Bay*, had also taken hits. A near miss had raised the *White Plains'* stern out of the water and damaged her, but she was still operating her flight schedule.

"During the surface engagement, we made frequent course changes to throw the Japs off in their gunnery problem. Each individual ship captain chased the splashes from the Jap salvos. It was miraculous that we emerged as we did.

"When the range between the two forces got down to where the Japs came within reach of our escort carrier five-inch guns (there was one on the stern of each escort carrier), we

### 'Against Such Teamwork the Enemy Could Not Prevail'

The following message was sent by Rear Admiral Thomas L. Sprague, USN, commander of escort carriers, to all ships and units that participated in the CVE action off Leyte Gulf on 24 October.

To the officers and men of the escort carriers and to the kin of those who were lost: These carriers have participated in one of the decisive battles of this war. The aircraft of these carriers not only have met and defeated enemy attacks in the air but they have turned back a large enemy fleet composed of his most modern ships.



Rear Admiral Thomas L. Sprague The intrepid courage, skill and fighting spirit of the pilots and aircrewmen were superb. Never have fighting men had a greater task and never have fighting men performed their duty with greater determina-

tion and distinction. The seamanlike handling of the vessels, the brilliant offensive and defensive work of the screen, the cool accuracy of the gunnery, the sustained and imperturbable handling of planes on deck, the calm singleness of purpose of the rearming and gasoline details, the prompt and efficient action of the damage-control parties and the engineers—all contributed to turning the tide of battle to victory.

Against such teamwork the enemy could not prevail. I am proud to have been privileged to be present and observe your achievements. May God bless every one of you and may the citizens of your country forever remember and be thankful for your courage.

To the mothers, fathers, sisters and brothers, wives and sons and daughters of those who were lost I say: Do not be sad. Be comforted and inspired in the thought that the victory for which these men so freely and courageously gave their lives has contributed immeasurably to the final defeat of the enemy.

opened up and got hits, observable from both our ships and the air. While our five-inch gun was firing from the flagship, one of the battery officers said: 'Just hold on a little longer, boys, we're gettin' 'em into 40-millimeter range.'

"Meanwhile, all our own planes, and planes from Admiral Thomas Sprague's force (70 miles to the south) and Admiral Felix Stump's force (30 miles to the southeast), were working the Jap ships over and doing considerable damage.

"Some of the Wildcat and Avenger pilots from Admiral Ofstie's carriers—he [Rear Admiral Ralph A. Ofstie, USN] was my second in command—were making dummy runs on the Japs after their ammunition and torpedoes had been expended.

"When the Japs finally turned away, a signalman on my bridge said: 'Dammit, they're getting away.' At the time, I didn't know why the Japs had turned tail. But upon analysis, I concluded that it was because they had suffered too much damage to continue the attack.

"One cruiser had been sunk, a destroyer had gone down and a badly damaged cruiser was sunk later by planes from Admirals Thomas Sprague's and Felix Stump's carriers. Our planes scored many bomb and torpedo hits and I learned that every single one of the Jap ships had either been hit or sunk."

[Another destroyer from this Jap force was caught and sunk that night by returning units of the 3d Fleet before she could get back through San Bernardino Strait, and a heavy cruiser and a light cruiser were probably sunk in the Sibuyan Sea next day by U.S. carrier aircraft harrying the retreating enemy.]

"Then, too, the Japs may have heard that Admiral Oldendorf's force [battleships, cruisers and destroyers under Rear Admiral Jesse B. Oldendorf, USN, which blocked Jap entry into Leyte Gulf through Surigao Strait] had wiped out the southernmost Japanese force and that their northern carriers had been polished off. They knew, too, that a heavier surface action awaited them if they tried to force an entrance to Leyte Gulf.



**SMOKE towers over stricken CVE *Saint Lo*, hit by Jap divebomber after coming unscathed through shelling by BBs and cruisers.**

I am of the opinion that the Japs just couldn't continue on, they had to retire.

"They turned around at 0925. Thirty minutes later, we began landing our planes. Twenty minutes after that, eight Jap divebombers appeared at 5,000 feet, without previous warning. Each of them picked out a carrier but only one of them made a decent attack. His bomb went through the flight deck of the *Saint Lo*, exploded while bombs and torpedoes were being loaded onto our returned

planes. Fire broke out, then two explosions, the second of such tremendous force that I knew the *Saint Lo* was gone.

"I immediately ordered our four remaining escort vessels to stand by and pick up survivors. We had been through so much by then that it didn't seem to make any difference whether we had escorts with us or not. I'm glad I made that decision. The losses on the *Saint Lo* were low—we picked up about 750 men. Losses on the *Gambier Bay* were low too, considering that she dropped back into the middle of the Jap fleet. Approximately 730 of her crew were saved."

[Of the *Saint Lo*'s 750 survivors, some 400 were wounded and 75 were stretcher cases. In orderly fashion, all were removed over the side and into the water in 24 minutes despite continuing explosions which prevented the escorts from approaching until the ship had gone down. Her skipper, Capt. F. J. McKenna, USN, particularly praised the work of the escorts, themselves damaged, in returning to pick up his survivors despite the danger from Jap land-based divebombers.

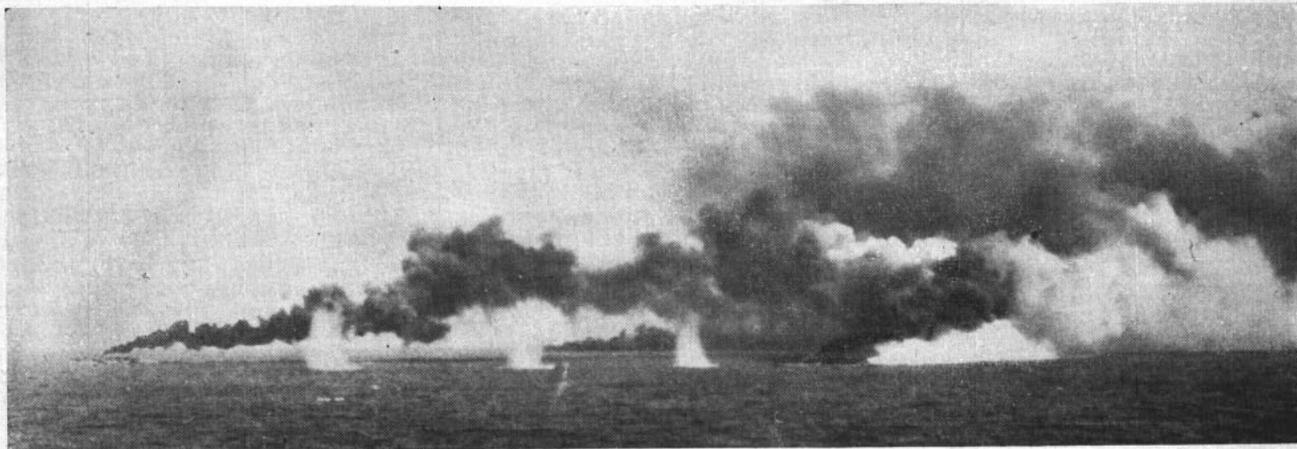
[Survivors of the *Gambier Bay* had to abandon their ship right under the guns of the enemy heavy warships, making immediate rescue impossible. They were in the water 40 to 48 hours before being picked up.]

"The *Kalinin Bay* and *Kitkun Bay* were hit during the divebombing attack, but neither was seriously damaged. Three of the eight divebombers were shot down before they could make an attack and two other attacks were avoided by the maneuvering of the carriers.

"We continued on south after the air attack, because I wanted to join forces with Admiral Thomas Sprague's outfit and get an escort. During this period, we were landing and rearming our planes and sending them off to attack the fleeing Jap fleet, which was heading toward the San Bernardino Strait. We kept this up until nightfall.

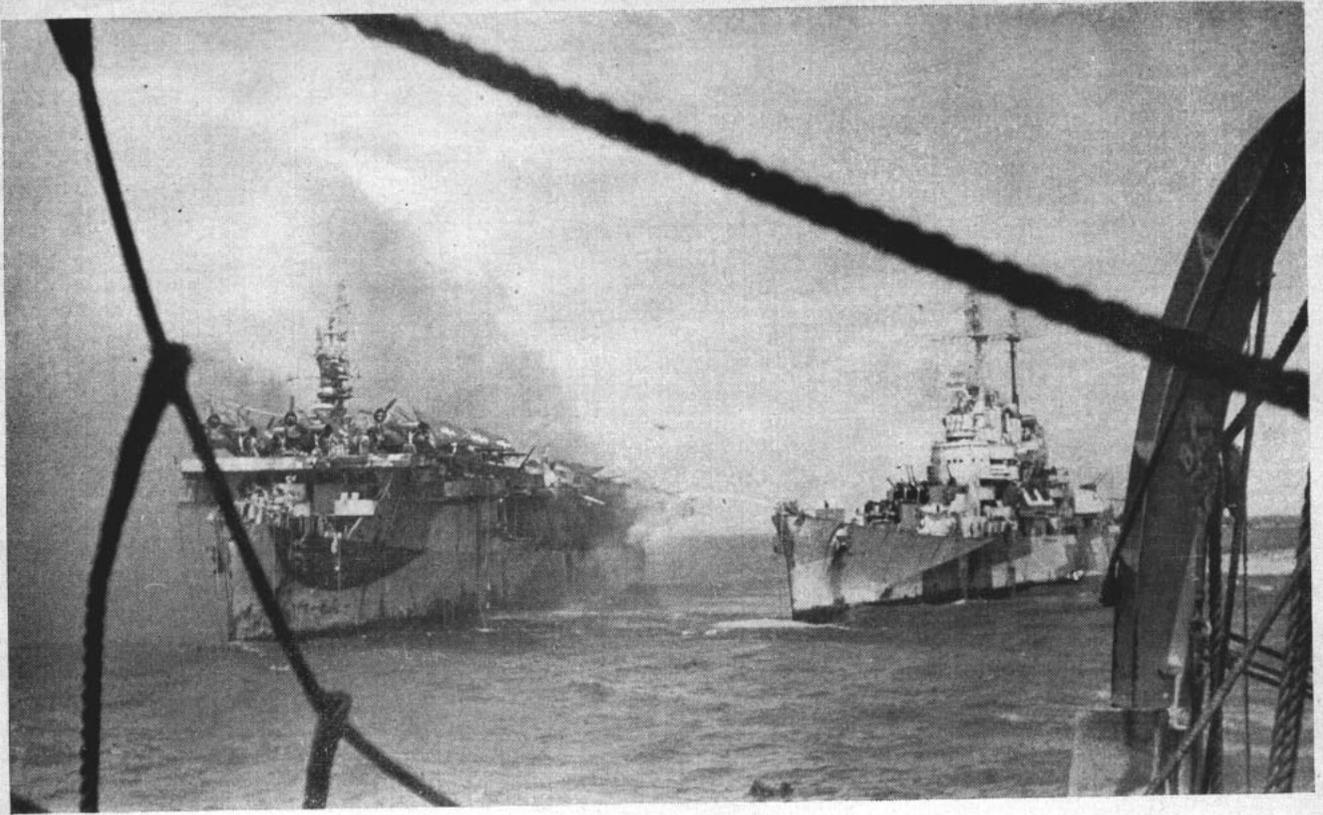
"When darkness came, we were 20 miles north of Admiral Thomas Sprague's force, and being trailed by

*(Continued on page 55)*



Official U. S. Navy photographs

*DDs and DEs brave hail of shells to lay smoke screen for CVEs under close-range attack from Jap battle force.*



## How CLs and DDs Saved 1,440 from Doomed CVL

Two cruisers and four destroyers wrote their names memorably into the history of the Battle of the Philippines on 23 October when they nosed in under the very gun sponsons of the firestricken light aircraft carrier USS *Princeton* to fight roaring flames and take off that ship's officers and men.

Ignoring the danger of fires raging around ammunition-packed magazines and high-octane gasoline tanks and lines, whose explosion could demolish all of them, the following ships were

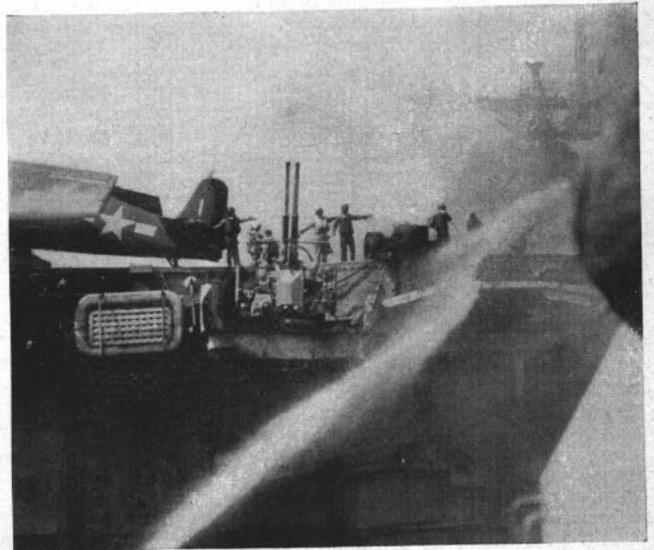
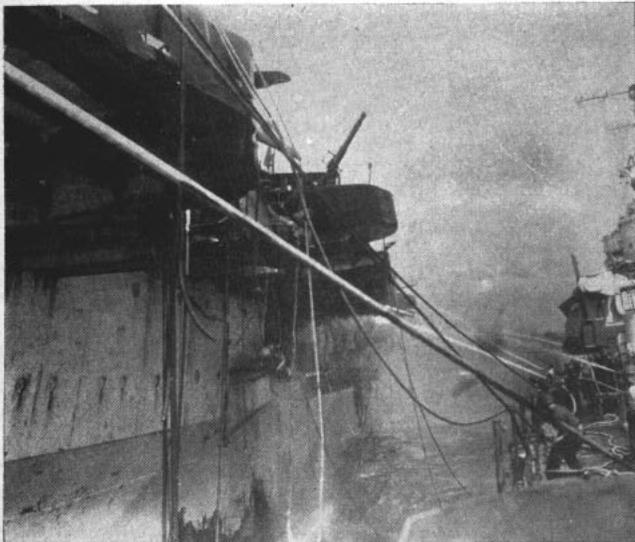
responsible for removing 1,440 officers and men from the doomed *Princeton*:

The light cruiser USS *Birmingham*, commanded by Capt. T. B. Inglis, USN; the light cruiser USS *Reno*, Capt. R. C. Alexander, USN; and the destroyers USS *Irwin*, Comdr. D. B. Miller, USN; USS *Cassin Young*, Comdr. E. T. Schreiber, USN; USS *Morrison*, Comdr. J. R. Hansen, USN, and USS *Gatling*, Comdr. A. F. Richardson, USN.

After the *Princeton* had been dam-

aged these ships moved in against her hot sides, directing high-pressure streams of water into the flames and aiding personnel scrambling down from her overhanging decks directly to the forecastles below.

Capt. William H. Buracker, USN, commanding officer of the *Princeton*, put into words the feelings of his whole company when he said: "The 1,440 *Princeton* survivors owe their lives to the gallant work of these ships which fought the fire."



Official U. S. Navy photographs

Photographs above and at top of page show rescue ships fighting fire on *Princeton* after she was hit by bomb.



Official U. S. Navy photograph

*Wounded combat veterans train for return to duty by brushing up on aircraft recognition at naval hospital.*

## Reducing the Human Cost of War

**B**ECAUSE the last war was relatively short, complete attention was not given the subject of rehabilitation until the war was over. Many lessons have been learned from that experience. There is a different concept this time. Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy, expresses it this way: "Proper rehabilitation starts the day a man is wounded or breaks down."

In line with this, the Navy has developed a broad program which involves a number of new ideas and is showing bright promise. The goal is what the doctors call "maximum adjustment"—that is, putting men back into the finest shape possible, either for further military service or for return to civilian life. If a man is to return to active duty, then the intention is to send him back better prepared than when he entered the hospital, better able to play his part in the Navy. For the man awaiting discharge, the goal is to return him to civilian life with the least possible handicap from his disability and the highest possible preparation for life as a civilian.

Disabled men returned to civilian life will have their disability allowances, it is true. But, as the Surgeon General has said, they must not be led to believe they should live on the money paid them as a pension. The Navy program tries to develop abilities to counterbalance disabilities, and to instill in every disabled man the

### Navy Rehabilitation Program Refits Disabled Men For Further Military Duty or Return to Private Life as Strong, Useful, Self-Sustaining Citizens

determination to play a useful role in his local community. Rehabilitation in this light consists of turning out men who are strong, self-reliant, self-sustaining and self-confident, men who can get along in any company. This is important both to the man himself and to the nation as a whole.

The plan is to provide complete medical and surgical treatment, and supplement this with training and welfare services which go beyond ordinary hospital care. For these the Bureau of Medicine and Surgery, whose responsibility the rehabilitation program is, calls upon the Bureau of Naval Personnel. Thus expert help and guidance is invoked at once on behalf of any man who is incapacitated. This new type of human "damage control" goes into action regardless of whether the man can be restored to duty or must be discharged to civilian life. The heartening news is this: The human cost of the war is being reduced.

#### Program Expanding

Work along these lines has been under way for several months in the general and convalescent naval hospi-

tals now operating within the continental limits, and the program is now expanding, with additional personnel, both officer and enlisted, under training for special phases. In April the Bureau of Medicine and Surgery established a new branch devoted especially to rehabilitation, and ordered naval hospitals within the continental limits to appoint one member of the staff as a rehabilitation officer. Usually he has the services of a rehabilitation board, representing every branch of modern medical knowledge. On these boards, along with men skilled in such things as surgery, neuropsychiatry and physiotherapy, there are non-medical men versed in such things as vocational guidance, physical education and recreation. There are also Red Cross workers and chaplains.

No matter whether the patient's destination is a duty station or a discharge, he finds that within his limitations life in a naval hospital has been made active rather than passive. The picture is one of business and industry, and that is true even for men confined to their beds. There is a brand new conception of how much a

patient may accomplish while "laid up." Educational services officers and physical training officers work hand in hand with the doctors. Training devices are becoming almost as much a part of hospital furniture as beds.

Physical training experts, working under the doctors' supervision, show patients how to keep in good trim, though they may not be able to leave their beds. Patients take exercise regularly, in prescribed amounts—not only the corrective exercise they may need to limber up after an injury, but the kind of exercise that maintains ordinary physical fitness. This exercise is designed to fit the needs of the individual, for the program is personalized, not routine. Additional experts are now being trained for this by BuPers' Physical Training Section.

### Training Resumed

Whenever medical men say the patient is ready, he resumes the training that was interrupted by his illness or injury. He is shown that he need not go stale, but on the contrary can advance. Officers operating under the program of BuPers' Educational Services Section bring the Navy training program right to the patient's bedside. Training of one sort or another starts as early as the patient's condition permits, and the tempo increases in step with his recovery. By the end of his convalescence he is performing the equivalent of full duty.

Patients now "get better" in several ways, not merely in the sense of improved health. Training devices of all kinds are provided, ranging from semaphore flags to walkie-talkies. Ambulatory patients work out navigational problems, assemble radio sets, learn aircraft recognition or practice with blinkers. If the man was studying for a higher rating when incapacitated, the educational services officers see to it that he loses no ground. Many men complete their study for an advancement in rating and take the written part of the examination for promotion while still patients. High school or college work is made available, and patients often fill in gaps in their schooling or learn something new for postwar use.

Just what portions of training and exercise to mix with medical and surgical treatment is, of course, for the doctors to prescribe, just as they may prescribe physical or occupational therapy. Every man's daily program is tailored to his individual case. The supplemental activities are not permitted to become a burden. He is shown, however, how he can keep his time occupied to good purpose. This gives him a sense of accomplishment, and combats hospital tedium. Experience indicates that this new prescription speeds recovery. There is no room for boredom or "hospitalitis" or mental unemployment. The slump in physical condition which often accompanies forced idleness is averted to a great extent. These men are "down" but they are by no means out.

The primary aim is, of course, to restore men to active duty, and to do so as rapidly as wise medical practice permits. To bring a man to the right state of training takes time, and

EDUCATIONAL SERVICES SCHEDULE														
2 OCT. Week of 2 OCT.														
MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY		SATURDAY				
PLACE	TIME	ACTIVITY	PLACE	TIME	ACTIVITY	PLACE	TIME	ACTIVITY	PLACE	TIME	ACTIVITY	PLACE	TIME	ACTIVITY
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Official U. S. Navy photograph  
U. S. Naval Hospital, St. Albans, N. Y., offers day-long schedule of classes.



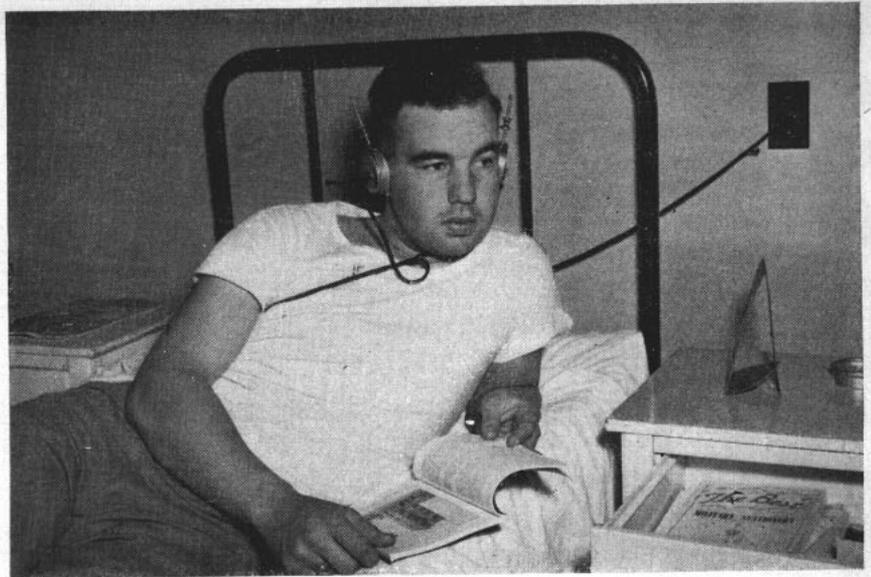
Photograph from Leatherneck magazine  
Marines who have had tropical diseases re-toughen at Klamath Falls, Oreg.

it is important that his training be utilized. The man wounded in combat is a battle-tempered man of obvious value. Aside from the humanitarian aspects, there are urgent military reasons for getting skilled men back to their duty stations with the least possible delay, and at the highest possible pitch of health, spirits and ability. With approximately 67,500 men in naval hospitals within the continental limits, as of 20 Oct. 1944, the value of this is evident.

It means a good deal to a man who has made the Navy his career, or is fired with intense patriotism, to know that an injury received in combat is not necessarily going to put him on the shelf. It is the Navy's policy to retain him in duties compatible with his ability. The statistics on the rehabilitation of the wounded are striking. It speaks well for the skill of the Medical Corps that of 30,000 Navy and Marine wounded up to 30 June 1944, only 443 had to be invalided out of the service.

The early campaigns produced a good many cases of tropical diseases. This problem resulted in the creation of the new Marine barracks at Klamath Falls, Oreg. This is an establishment of a completely new type, neither hospital, convalescent home nor rest center. The men on duty there are not patients and are not so regarded, although medical care is immediately available. They are marines who contracted tropical diseases while fighting in the Pacific. Some had spent more than a year in various hospitals, although they needed medical attention only at intervals, and needed primarily a chance to rebuild their strength. It was an enervating, discouraging experience.

This station was set up on 18 Jan. 1944, under Col. Bernard Dubel, USMC, and at present 2,700 men are on duty there. Their program combines medical treatment when and if they need it, with the regular duties of marines anywhere. As fighting



*A recuperating marine listens to a foreign-language lesson . . .*

men, they keep their hand in. There is, in addition, a great deal of sport, for the barracks lie in a mountain basin 5,000 feet above sea level, in excellent hunting and fishing country. But the Klamath Falls camp is not a recreation center. The men keep exceedingly busy. As they regain their old power the work grows progressively more vigorous until they are taking 12-mile hikes up the mountains under full pack. The first large group of men moved in on 29 May. They have responded so well that the majority of them are going back to service—and for unlimited duty.

### Rehabilitation for Discharge

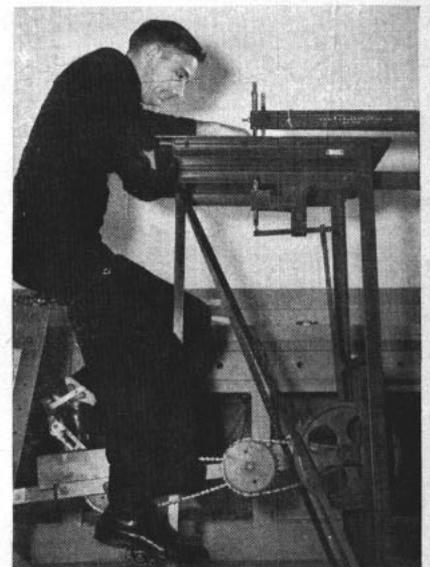
For the man awaiting discharge the question looming largest is that of a job. The Navy tries to see to it that he has a planned future. If he knows

what he intends to do, he can use his stay in the hospital to get into a high state of readiness. The educational resources of nearly 100 colleges are available to him through correspondence courses, and Navy educational services officers provide material on any subject in which the patient shows an interest. Patients study everything from electronics to turkey raising and homesteading prospects.

Many a man about to be discharged is at loose ends, with little or no idea what he would like to do or what he is fitted for. In this case he can get expert guidance and realistic advice. Educational services officers and psychologists review his training and experience, test his aptitudes and preferences, and sound out his ambitions. If he has physical or psychological handicaps, they are carefully evaluated. He is given a thorough per-



**OCCUPATIONAL THERAPY:** Seaman wounded in South Pacific helps speed his own recovery by making devices for use by other patients in occupational therapy department of U. S. Naval Hospital, Bethesda, Md.



Official U. S. Navy photographs  
**Therapeutic bicycle powers scroll saw for wood-working while exercising sailor's injured foot.**



*... broadcast over the inter-room network in a naval hospital.*

sonal inventory, and the most modern techniques are used to assist him in determining the kind of work at which he has the best chance to prosper. Men worried about their lack of experience usually are surprised at the variety of jobs a trained vocational expert can unfold for them.

One of the patients in an eastern naval hospital is a seaman who was injured in a shipboard accident. He is young, inexperienced, and his education stopped at the seventh grade. The only job he ever knew was one in a sawmill. That may be too strenuous for him. Testing his talents and preferences, the vocational experts found the young man liked assembling electrical equipment. He is deft at it and finds it interesting. The doctors reported that he would do best in a job at a bench. The experts saw this could be solved with a job in a fac-

tory making electrical equipment. He is rehearsing for it now, will leave the hospital a semi-skilled worker.

In naval hospitals today patients work in their beds with such things as automobile fuel pumps, carburetors and electric motors, having converted their beds into workshops. They are taking what are called "concentrated short work experiences." Those are samples of various jobs, so that a man may grow familiar with the tools and processes involved and the theoretical information that goes with them. This enables him to determine whether he has enough real interest in the work to adopt it as a career. If he has, the educational services of officers make sure he learns all he can about it before he leaves the hospital.

The hospitals themselves do double duty; patients learn new trades or brush up on old ones in the hospital carpentry shop, the garage, and sometimes the office. Patients in some localities have access to the facilities of local trade schools, with the Red Cross transporting them from hospital to school. Other patients attend college or high school while recuperating. An experiment is being conducted in which men train for specific jobs, in a specific factory, while still in the hospital. Developing skill sometimes serves also as a corrective exercise.

Also on duty in the hospitals are officers trained in civil readjustment. Their duty is to advise men on the rights and benefits of veterans, help them over the hurdles of discharge and bridge the gap between life in the service and life as a civilian. Full-time contact men from the Veterans Administration and the U. S. Employment Service also work right in the larger hospitals, smoothing the path for men who have questions about pensions or insurance and advising them on how and where to get jobs. In this way the Navy can be sure its program contributes to the bigger job of the Veterans Administration.

A Marine fighter pilot bailed out of his burning plane and was attacked in mid-air by a Jap flier, whose propeller cut off the marine's foot. He

was fitted with a substitute permitting such dexterity that he is back on flight duty again. Also back on flying duty, after a terrific battering, is a Navy pilot who was nursed back to health after falling 2,000 feet into the sea without a parachute. Those cases illustrate the often amazing job of human repair work being done today. Another Navy flyer, who lost both arms, has come through the rehabilitation program in such good shape that he is stepping into a good job as a meteorologist. He could do his own typing and drive his own car before he left the hospital. Cases like his go far to prove the heartening fact that what always have been called "handicaps" are by no means the actual handicaps they used to be.

In the New York Navy Yard, three junior officers who in civilian life were successful personnel or production men made a study to see where disabled veterans would fit in. They found opportunities ranging from common laborer to first-class mechanic, where a man's service training was utilized. The result is that the New York Navy Yard now employs more than 1,400 discharged veterans, including many who have lost an arm, a leg or an eye. Skills these men learned in uniform translate easily into civilian jobs.

### A Useful Life

No man is so handicapped, the Surgeon General has said, that he cannot become a useful citizen. So far as it is in the Navy's power, no disabled man will be returned to his community without being well equipped physically and psychologically. Whatever has happened, the disabled man is taught that he still has a valuable place to fill in the world. The chaplains, who play a valued part in rehabilitation, do much to replace despair and bitterness with hope and a healthy, optimistic outlook.

In this counterattack on disability, encouraging victories are being won. There are very few men who have been blinded. In the Philadelphia Naval Hospital, where the blind ultimately are brought for training, there are not more than a score of these patients, including men blinded by the sort of mishaps common in civilian life. They are trained to live a full and normal life, trained to take up civilian status with assurance. Highly encouraging work also is being done with the deaf. If a man has lost an arm or leg, a plastic substitute exactly suited to his needs is made in the hospital by skilled craftsmen working in constant collaboration with the surgeons. It is routine that these men learn to drive an automobile and dance. A great many are permitted to return to military duty. Others go into civilian life at trades learned while recuperating. Injuries like this are not to be spoken of lightly. But the hardship can be reduced, and the rehabilitation program is proving it.

This war, like others, will inevitably leave its harvest of disabled men. But the thorough program of early, continuous and individualized rehabilitation is contributing much to helping them find where they will fit.



Official U. S. Marine Corps photograph

*Wood-carving instruction is given by Red Cross worker in a U. S. naval hospital in New Zealand.*



*Cargo vessels—sunk, sinking, burning—litter Manila harbor, veiled in smoke during U. S. carrier-plane raid.*

## PATTERNS OF DESTRUCTION

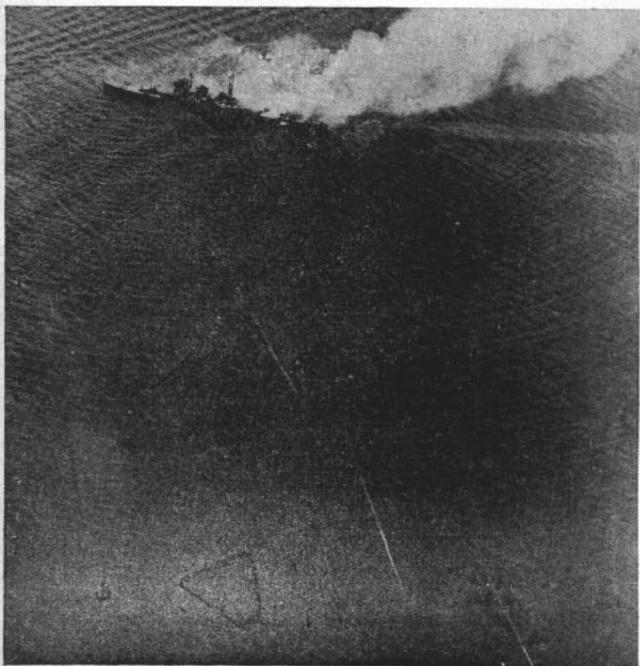
THE official U. S. Navy photographs on these two pages were taken during recent strikes by U. S. carrier planes on Jap shipping in Manila harbor. Enemy warships sunk or damaged included survivors—some of them cripples—of the Battle of the Philippines (see p. 2). In addition to taking a heavy toll of ships, our planes heavily damaged enemy installations and destroyed hundreds of Jap aircraft.



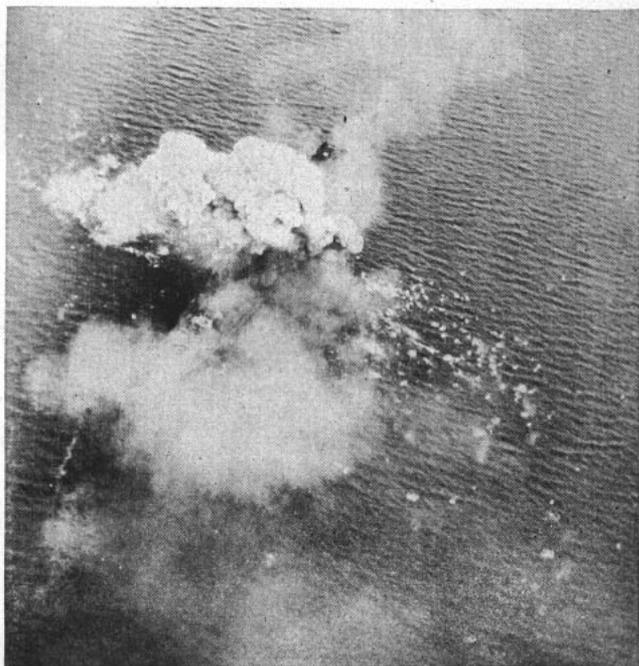
*Jap heavy cruiser maneuvers frantically under attack. She was sunk later on the day these pictures were taken.*



*Enemy CA steams between geysers from exploding bombs. Shortly after, several struck home and she went down.*



*Aerial-torpedo wakes streak toward Nachi-class cruiser.*



*SB2C scores direct hit on cruiser of Chokai Maya class.*

# S U P

## The Story of BuS&A Is Story Behind One of Our Greatest Secret Weapons

**I**N speaking of the tremendous task of supplying our Pacific Fleet, Admiral Nimitz recently said:

"The method by which we are able to supply and maintain a great task force thousands of miles from its base for extended periods of time is one of the greatest secret weapons. I do not propose to disclose that secret to the Japanese, who would very much like to know it, but this much I can say:

"It could not be accomplished without the loyal and tireless efforts of thousands of officers, enlisted men and civilian employees of the Navy whose job it is to supply the fleet."

That strains the shirt buttons of all Supply Corps personnel. Their chests swell with justifiable pride at such a commendation, for they carry the heavy workload of technical and specialized staff duties in supplying the fleet.

Their accomplishments rarely are reported. Their work, for the most part, is prosaic routine, but back of each dramatic combat story is another significant story, usually untold, of "loyal and tireless efforts" in solving supply problems.

The success of naval operations is vitally dependent upon the material readiness of our fighting ships. That, to a large degree, is the responsibility of the Supply Corps and its parent, the Bureau of Supplies and Accounts of the Navy Department.

As Admiral Nimitz has designated it, the efficiency of the Navy's supply system has proved to be one of the "greatest secret weapons." It has baffled the Japs. In the far reaches of the Pacific, the area of operations of our maximum naval power no longer is limited to a fleet's cruising radius from fixed bases. Our task forces now are able to seek out and engage the enemy wherever he may flee, and hit him with a frequency of attack that multiplies the striking power of each vessel manyfold.

All that is due to new concepts and innovations in naval logistics. Operational requirements in this global war have dictated the development of a mobile supply system which enables our battle fleets to refuel, replenish stores and ammunition and even make repairs many thousands of miles from major mainland bases. (See article on the "A" Fleet, November 1944 INFORMATION BULLETIN, p. 6.)

The increase in sea-keeping ability of our combatant vessels, as a result of a supply service which moves with the fleet ever closer to the enemy's own shores, has had as great an effect on naval strategy and tactics and has contributed as importantly to our successes as any invention that has increased the Navy's power. Yet comparatively little has been written about it. Within the Navy itself, the Supply Corps has re-



Official U. S. Navy photograph

*Payday: Disbursing officer on a battleship hands out cash to crewmen.*

# P L Y

mained a more-or-less "silent service." That is because it is spectacular only in the results it has assisted the fleet to accomplish, for it exists only to support the fleet.

## The Job

Specifically, BuS&A is charged with and responsible for the procurement, purchase, receipt, custody, warehousing, issue and shipment of all supplies, fuel and other materials for the Navy, except supplies for the Marine Corps and except the procurement of certain special technical items and the storage and issue of medical stores, ammunition and explosives.

These duties include the development, testing, procurement and distribution of special and protective clothing, other than aviation clothing, and of new articles and methods of subsistence, for the protection and physical comfort of naval personnel serving in all parts of the world. The bureau also arranges for the compilation, printing and distribution of Navy specifications and of the Navy supplement to the Federal Standard Stock Catalog.

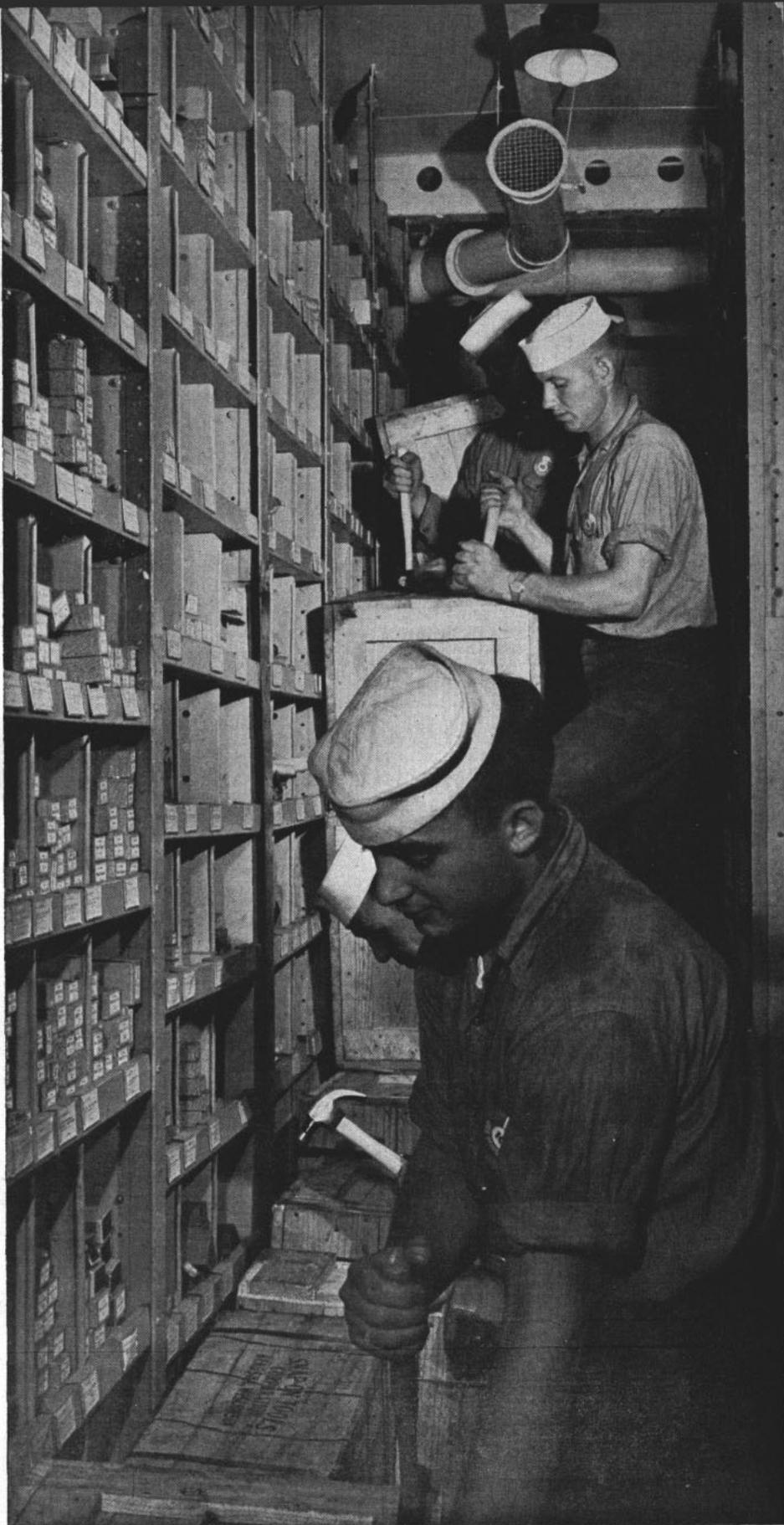
In the supervision of supplies, the bureau has control of the operation of the Naval Stock Fund, the Naval Working Fund, the Clothing and Small Stores Fund, and the stocks procured under these funds. It has administrative control of the Naval Procurement Fund.

It has charge of the operation and upkeep of naval supply depots, the Naval Clothing Factory and coffee roasting plants. It exercises administrative supervision over fuel plants, commissary and ship's store activities, purchasing officers, Navy market offices, cost inspection offices, material redistribution and disposal offices, defense-aid receiving barracks and training stations, and storehouses for supplies under its cognizance at Navy yards and stations.

It coordinates the assembly of supplies and materials for the initial establishment of advance bases and determines storage and space requirements in connection with movement of such bases.

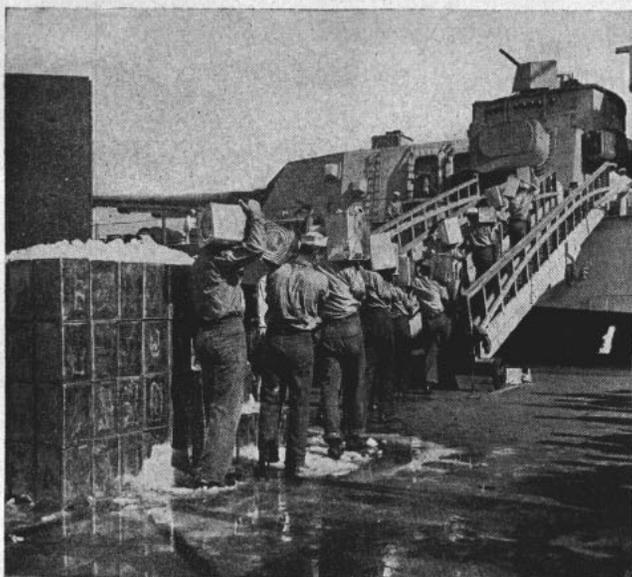
In storage and transportation of supplies, BuS&A determines the necessity for and recommends the location, type, size and interior arrangements of storehouses ashore, and the equipment and arrangement of supply activity spaces afloat. It authorizes and has cognizance over the transportation of naval property and household effects of naval personnel and has charge of the procurement of cargoes and the loading and discharging of supply ships, tankers and colliers. It has cognizance of the development of new containers, improved packaging, packing and materials-handling methods for use by the Navy, Marine Corps and Coast Guard.

It prepares and submits estimates of funds required for freight, fuel, clothing and subsistence of naval personnel, for the maintenance and operation of activities under its direction and for



Official U. S. Navy photograph

Hardware store: Ship's spare-parts issue room stocks over 4,000 items.



Official U. S. Navy photographs

*Milk in iced, five-gallon cans and fresh fruits and vegetables are taken aboard one of Navy's new battleships.*

the rental of property for general naval purposes, and administers the funds provided for these purposes.

It has charge of the procurement of money for use of disbursing officers in the payment of naval and civilian personnel, for the payment of family allowances to dependents of enlisted personnel and for all articles and services procured for the naval establishment.

It operates the War Bond issuing services for personnel, both naval and civilian, of the naval establishment. Through a special division it distributes allotment checks to the dependents and other authorized allottees of naval personnel.

It is charged with keeping of the money and property accounts of the naval establishment, including the accounts of all manufacturing and operating expenses, industrial and cost accounting at Navy yards and stations, records of all defense-aid material furnished foreign governments by the Navy, the direction of cost accounting for work performed for the Navy in private plants and the audit of property returns from ships and stations.

This bureau develops fiscal and accounting policies and procedures relative to the possession and operation of private plants by the Navy and their return to private ownership. It supervises the collection, classification, segregation and disposal of all Navy salvage, surplus or obsolete material and equipment both in the naval establishment and in private plants engaged in work for the Navy, and conducts the sale of condemned vessels. And, to conclude the listing of specific duties, it recommends the appointment, training, promotion and assignment to duty of officers of the Supply Corps, chief pay clerks and pay clerks.

## The Items

That's *what* the Bureau of Supplies and Accounts does, if someone should ask you. How it does it is a story of increasingly complex problems solved by increasingly ingenious means.

It is a story of a highly specialized, imaginative, flexible, "know how—can do" organization—the U. S. Navy Supply Corps. Headed by Rear Admiral William Brent Young, (SC) USN, Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy, the entire corps is motivated by one of the favorite mottoes of its chief: "The difficult we do at once—the impossible may take a little longer."

Procurement of the various materials required by the Navy—some 700,000 separate items of supplies—has been and continues to be a prodigious task. For the fiscal year which ended 30 June 1944 the Navy's expenditures totaled \$26,520,000,000. And procurement continues to increase.

During the last year the Navy's overseas shipments were the equivalent of 1,260 50-car freight trains. Food requirements for the Navy for this year, if carried in one movement by rail, would require a freight train, with cars loaded to capacity, stretching from Des Moines, Ia., to New Orleans. BuS&A pays a freight bill for the movement of Navy materials which averages \$45,000,000 a month.

The Navy's food requirements for the last fiscal year included 320,000,000 pounds of fresh beef, 57,000,000 pounds of ham, 350,000,000 pounds of wheat flour, 68,000,000 pounds of butter, 67,000,000 dozen fresh eggs, 7,500,000 pounds of dehydrated eggs 750,000,000 pounds of potatoes and 5,500,000 pounds of ice cream mix—to mention only a few of more than 100 subsistence items. Estimated food requirements this year will be about 25% greater than last year.

The General Purchase Division of BuS&A will buy 180,000,000 pounds of soap for the Navy this year. The shore establishment of the Navy will use 400 carloads of paper towels.

Clothing requirements of the Navy this year include, in round-figure estimates, more than 17,500,000 dungaree trousers, 20,400,000 chambray shirts, 34,800,000 nainsook drawers, 31,300,000 cotton undershirts and 31,000,000

black cotton socks. Each week of the year the bureau is spending an average of \$11,500,000 for clothing, textiles and footwear.

By cutting red tape and simplifying paper work wherever possible, BuS&A has streamlined procurement procedures so that the time required to close a contract has been reduced from an average of 90 days to an average of eight or nine days and, in cases of emergency procurement, to a matter of minutes.

To warehouse the vast stores of naval materials, the bureau has supervised an increase in storage space from 31,000,000 square feet two years ago to a contemplated 86,000,000 square feet by the end of this year.

## The Setup

The Navy's supply system in this war functions like a globe-girdling network of pipelines through which materials flow from manufacturers' plants to the fleet. To assure an uninterrupted flow, constant pressure must be maintained in the lines in the form of ample inventory levels at the various supply activities ashore. Inventory control has become a highly specialized branch of the science of logistics, embracing the maintenance of adequate inventory levels and the allocation of critical materials for maximum effectiveness in the prosecution of the war.

There are 27 major supply activities, including naval supply depots and supply departments at major yards and stations, where the greatest bulk of naval stores are initially assembled and warehoused to replenish the stores of the many minor yards and stations. From both the major and minor activities, including the advance bases overseas, vessels of the fleet requisition and receive the supplies required at regular replenishment intervals or for interim needs.

Establishment of four huge inland naval supply depots—strategically located at Mechanicsburg, Pa.; Clearfield, Utah; Scotia, N. Y., and Spokane,

Wash.—has been one of this war's most significant supply developments.

These inland supply depots are gigantic reservoirs of naval stores—those at Mechanicsburg and Clearfield each have nearly 8,000,000 square feet of covered storage space, with more being built; those at Scotia and Spokane, nearly 3,000,000 square feet each. Their warehouse supplies for other major activities. At both Mechanicsburg and Clearfield initial movements for advance bases are assembled, exclusive of perishables, added at coastal points.

Naval supply depots at coastal points are located at Newport, R. I.; Bayonne, N. J.; Norfolk, Va.; New Orleans, La.; San Diego, San Pedro and Oakland, Calif.; Seattle, Wash., and at Pearl Harbor. The Naval Aviation Supply Depot, Philadelphia, is the hub of the Navy's aviation supply system, which is jointly administered by BuS&A and BuAer. In addition to those separate supply depots, the other major supply activities are the supply departments of the Navy yards and naval drydocks.

For the average item of general stores the procurement policy of BuS&A results in an inventory level at major activities of at least six months' requirements on hand and another six months' requirements on order, under manufacture or in transit. Where certain materials present a storage problem or are subject to rapid deterioration or obsolescence, the inventory level is maintained as low as is consistent with military necessity.

At the scores of minor yards and stations stocks are maintained at a lower level than at the major activities, consistent with requirements. The inventory of advance bases is determined by the area commander, based on operational needs, but the initial movements to advance bases normally provide for from 30 to 90 days' requirements.

These inventories, which maintain the pressure on the pipelines of supply, are maintained by BuS&A through replenishment requests which are filled by (1) transfer of excess stock from another activity, (2) purchase by bid or negotiation, (3) return of the requisition to a field purchasing office for procurement or (4) manufacturing request to the cognizant yard.

During the last two years more than 65,000 contracts have been awarded to more than 14,000 suppliers by the

## This, Too, Is Supply

When the supply officer of a destroyer that had been at sea a long time visited a cruiser in an advanced area, the latter's supply officer awaited requests. All the DD wanted on this particular occasion was six fiddle strings to reactivate her hill-billy band. The cruiser had them.

\* \* \*

BuS&A's Field Branch in Cleveland, Ohio, is called both the "Navy Bank" and the "Navy Court of Human Relations."

As the Navy Bank it disburses more than \$150,000,000 each month in allotments and family allowances.

As the Navy Court of Human Relations it is a repository of letters of personal financial distress, marital difficulties and everyday griefs. Here are a few samples:

A lady in Illinois asked the Field Branch to build her a home, "a place where I can raise my own vegetables and chickens . . . please arrange for it to be located in the suburbs of Chicago."

From Missouri a woman wrote: "Our little boy chewed my allotment check in half. His father gave him a talking to and it won't happen again. Can you please send us another check?"

Tops for brevity was a single-line query from a forthright Navy wife: "Where in the hell is my allotment check?"

\* \* \*

A naval task force stood off Parry Island, where the Marines were preparing to land. Out from the beach of another island that already had been captured came a small boat. In it was a guard with a family of natives—man, wife and daughter

about four years old. The little girl did not have any clothes at all, and the man and wife were in rags.

The commander of the task force ordered them taken aboard one of his ships. There the trio was taken to an officer's room and given baths. The man was issued dungarees and the woman a nightgown from sick bay. Clothes for the little girl posed a problem.

One of the storekeepers finally located a new cotton dress in the possession of a seaman who had bought two of them in New Zealand for his niece. He was willing to give one to meet the emergency. The family returned to the island clean, dressed in fresh clothes and supplied with a quantity of canned food.

\* \* \*

Disbursing officers of the Supply Corps are held personally responsible for every cent of the large sums of money they handle to meet the Navy's payroll and pay its bills. That is why they make every effort aboard ship to preserve records or currency during and after battles.

There is the case of Lieut. J. S. Butler, (SC) USNR, of the minelayer *Oglala*, which was sunk at Pearl Harbor but later returned to service. She sank quickly and there wasn't much time for Lieutenant Butler to get at his currency and papers; but while the ship was going down he and a chief petty officer, guided by the thin beam of a flashlight, made their way below decks to the safe and rescued \$31,071 in currency, together with payrolls, pay receipts and other papers. Shortly after they cleared the vessel, she sank.

bureau. These materials move from the manufacturers' plants into the supply activity receiving the delivery and thence to the consumer—the ships of the fleet and the various stations of the naval establishment.

While the major supply activities serve as the "pumping stations" of the pipeline of supply, the advance bases are the outlets, or "faucets," established as close as possible to combat areas, through which the fleet draws

stock replenishments. The inventory of a ship is limited by capacity only, and the entire supply system is operated to supply each ship to capacity at each replenishment opportunity and thus to maintain maximum sea-keeping ability.

### The Results

But the "secret weapon" referred to by Admiral Nimitz involves far more than the efficient and uninterrupted flow of supplies to advance bases. It includes mobility and unprecedented speed in replenishing ships, and that embraces a floating supply service—the stores, repair and fuel ships—the ships of the train—which operate with combatant forces. This mobile, floating supply service has fooled and frustrated the enemy, for it has given our fighting fleet a virtually unlimited operating radius. It has enabled the U. S. Navy to apply its overwhelming power at the end of the longest supply lines in the history of warfare.

The advantage we possess in a mobile supply system, providing logistic support for the fleet from advance bases which are won and established and moved on as combat areas change, was admitted recently by a high Japanese





Official U. S. Navy photograph

**TIME SAVER:** *Cartons strapped to standardized wooden platform, called pallet, can be handled and stowed much faster than if each case had to be handled separately. Above: palletized unit load goes into LST.*

authority, who said plaintively: "Our island bases in the Pacific are unsinkable, but they are not very maneuverable." The U. S. forces not only have the unsinkable island bases, but a maneuverability which the enemy never dreamed possible.

It is not enough, however, to deliver what is needed at the required time and place. Those supplies also must arrive at their destination undamaged and ready for use. To accomplish that has been one of the most challenging problems in the logistics of global warfare, which require movement of materials under every extreme of climatic and operating condition from the Arctic to the tropics.

The present efficiency of our supply system is due in no small part to the innovations in packing, packaging and materials handling. The Supply Corps has learned, through the bitter experience of landing supplies through the surf and exposing them to destructive elements in open storage on hard-won beachheads, how to package supplies for maximum protection, how to prevent corrosion and how to assure undamaged delivery regardless of handling methods.

During the crucial early days of the fighting on Guadalcanal, one Marine detachment had nothing but canned corn to eat for several days: The labels had washed off the canned goods when the cases were carried ashore through the surf, and the cook could not identify the contents until the can was opened. The simple expedient of embossing the name of the contents on the outside of the can, instead of using a pasted label, solved that problem.

Pacing the strides that have been made in protective packaging are the developments in materials-handling methods which enable supply activities to move greater quantities in less time with fewer men. The key to the solution of materials-handling problems ashore is the pallet, a standardized wooden platform, 48 by 48 inches, on which boxes, cartons, crates, barrels,

bags or other containers may be piled, strapped and moved by mechanical fork-lift truck as a unit load. One skilled fork-truck operator can unload or stow a carload of palletized unit loads of dry provisions in 40 minutes. If each case was handled separately, it would take 20 man-hours to do the job.

Palletization and the mechanical handling of unit loads is becoming the universal practice at supply activities ashore and is rapidly being extended overseas as equipment becomes available and operating conditions permit.

Mechanization has enabled BuS&A to accomplish prodigious work in accounting and disbursing as well as in the handling of materials. The largest accounting and disbursing divisions of the bureau are located in its Field Branch in Cleveland, Ohio. There, as well as at other activities of the Supply Corps, great batteries of automatic business machines handle complex accounting and bookkeeping details with amazing speed and accuracy.

During the fiscal year which ended 30 June 1944 the Field Branch of the bureau issued 9,638,000 family-allowance checks to the dependents of naval personnel for a total amount of \$601,805,000. It also made the disbursements on 4,926,000 pay allotments for a total of \$896,699,000, examined 12,500,000 pay accounts and dispatched 27,999,000 pieces of mail during the year.

## The People

At the outbreak of the war, the number of officers of the Supply Corps on active duty included 638 of the regular Navy, 116 retired regular Navy officers, 1,425 Reserve officers and 358 pay clerks—a total of 2,537. The active-duty strength of the corps on 15 November 1944 was 1,893 regular Navy officers, including 167 on the retired list, 12,889 Reserve male officers, 868 officers of the Women's Reserve and 2,521 pay clerks—a total of 18,171.

With approximately 2,000 officers of the corps now in training schools, more

than half of the officer strength is on shore duty within the continental limits; but within the next few months 50% of the total will be serving at shore activities in the U. S., 30% afloat and 20% overseas.

A large majority of the Reserve officers of the corps are special-service officers, for the most part over 30 years of age, who have been appointed to fill specific billets ashore and thus release general-service and regular Navy officers for duty in combat areas.

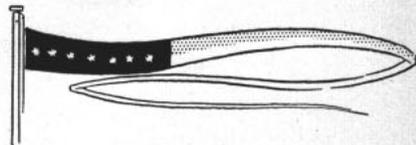
These specialists have been commissioned from widely varied civilian pursuits. They include top-ranking business executives, commodity experts, purchasing agents, food specialists, transportation and warehouse men, bankers, auditors, accountants, statisticians, attorneys and experts from other business and professional fields. Their skill and experience have brought into the Navy the best of modern business practice and have contributed materially to expediting the Navy's business.

In addition to their specialized duties, members of a ship's supply department stand their assigned battle stations whenever general quarters sounds. Officers of the Supply Corps have fought wherever the Navy has met the enemy and are well represented among the naval officers who have been decorated for gallantry above and beyond the call of duty.

Battles start, stop, rage again. But the service of supply moves continuously, unceasingly. Supply Corps personnel is at work day and night, week after week, month after month, to make as certain as possible that the fleet never lacks for fuel, food, clothing or any of the thousands of items of supplies required for successful operations.

## HOW DID IT START?

**COMMISSION PENNANT:** In the 17th Century, when the Dutch were fighting the English, a Dutch admiral hoisted a broom at his masthead (INFORMATION BULLETIN, November 1944, p. 29) to indicate his intention to sweep the English from the sea. The English admiral answered this gesture by hoisting a horsewhip, indicating his intention to chastise the Dutch—which he did. From this came the custom,



adopted by all nations, of flying a narrow pennant, symbolizing the original horsewhip, as the distinctive mark of a naval vessel in service. The commission pennant, as it is called today, is flown at the main of all naval vessels in commission except when, on flagships, its place is taken by the commodore's or admiral's personal flag.



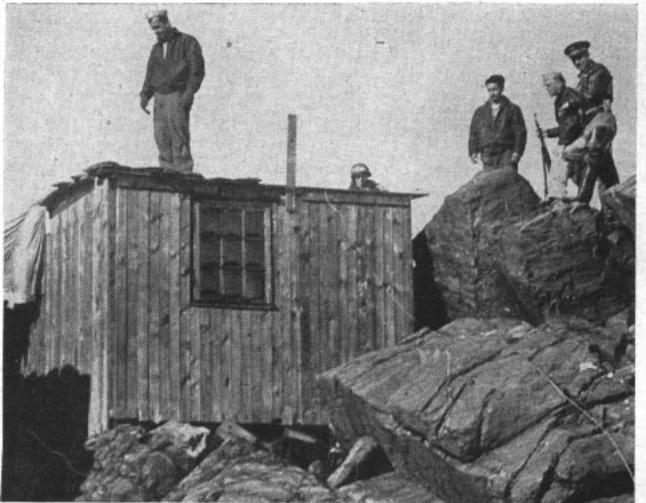
**TRAPPED** between grinding ice floes, this Nazi trawler is searched and stripped by crew of the Coast Guard combat cutter *Northland* (background) before being destroyed.



**FROZEN ASSETS:** These Nazi weather experts are no longer of any value to the Reich. They are surrendering to Coast Guardsmen who smashed their Arctic Circle radio stations.

## ARCTIC VICTORY

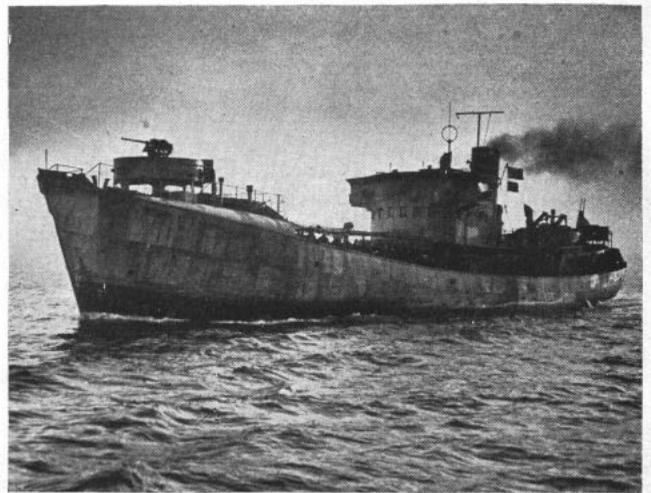
**H**IGH up in the Arctic Circle, in ice-packed waters and along bleak shores, the Navy revealed last month, a tiny task force of four U. S. Coast Guard cutters last summer and fall ferreted out and fought a dramatic battle against bands of Nazis trying to set up fortified bases along Greenland's northeast coast. Despite treacherous seas, wrathful weather and cunning foes, the Coast Guardsmen captured one armed Nazi trawler, sank another and forced abandonment of a third, destroyed two radio stations set up to send weather information to Germany, captured 60 Nazis and fought off a twin-motored bomber attack. The hunt-and-hit hostilities, it is believed, were waged farther north than any other campaign ever fought in this hemisphere. The pursuit and pummeling of the Nazi invaders began last July and was climaxed on 16 October when the *Eastwind* and *Southwind*, on maiden voyages, closed in on a brand new 180-foot Nazi armed trawler and captured the vessel and her crew of 20. The decisive attack was made daringly in the dead of night, in a field of swiftly shifting ice floes that threatened at any moment to crush the cutters. During the operations three cutters sustained damaged rudders and propellers, and one of them had to be towed 3,000 miles to port.



**"IT'S POURING YANKS,"** must have been the last frantic message radioed to Germany from this Nazi weather information shack found abandoned.



**THINGS CAN GET TOO HOT** even in the Arctic, these 28 Nazis learned. Pursued, they finally scuttled their ship, took to boats and quit.



**PRIZE** crew brings armed Nazi trawler *Externsteine* into Allied port from Greenland where she was captured after perilous, pretzel-pathed chase.

Official U. S. Coast Guard photographs

# SCHOOL CREDIT FOR NAVY WORK

If you ever went to boot camp or indoctrination school, or if you've taken a training course to earn an advancement in rating—or even just on the basis of your naval experience—you may be able to claim academic credit in a high school or college when the time comes to return to civilian ways and your interrupted studies.

You may, as a matter of fact, have enough credit to apply for and get your diploma now if you were in striking distance of it when you left school to join the armed forces.

And, at the very worst, you will likely find that you have accumulated some additional credits, if and when you return to school, to help you make up some of the time you lost while out fighting.

Or, if you do not choose to return to your books after discharge, you will find that you may have a "bonus" of experience in your civilian job or trade marked up to your credit for your naval work—which may help you work off some of your apprenticeship or move you into a higher salary bracket when you get back to your job. It might even give you an opportunity for an entirely new, better job.

All of this is part of a comprehensive plan now being worked out (and already in operation) to minimize as much as possible the effect of your necessary fighting interruption from civilian life and to give you every opportunity to profit personally from your training and experience in the armed forces.

In brief, the plan consists of a series of evaluations, in scholastic terms, of the different courses and experiences of service personnel. These evaluations, made by civilian educators, are available in printed form to all academic institutions and constitute recommendations to the schools as to how much credit should be allowed in each instance.

Eager to assist in giving a break to deserving service personnel whose educations and careers were interrupted by the war, educational groups started studies on the problem more than two years ago. Joining in this work were the War and Navy Department which cooperated in the program by lending their facilities and information and, in some cases, personnel who were familiar with the gigantic training program of the various branches of our fighting forces, as well as the United States Armed Forces Institute (USAFI) and leading educational organizations.

To evaluate the thousands of courses taught by the armed forces in terms of high school, junior college and university credit, committees were appointed by the American Council on Education, a civilian organization representing many educational institutions and accrediting organizations. Leading educators in many fields contributed their time and knowledge gratuitously to help in the establishment of a sound and fair basis for granting scholastic credit for wartime experience, training,

## Armed Forces Cooperating with Educational Institutions In Plan to Give Academic Credit for Military Training

correspondence courses and other voluntary off-duty studies completed by service personnel.

After carefully studying the curricula of the various courses and the length of time devoted to the work, and then comparing them with equivalent courses offered by civilian schools, the council published the findings and recommendations, which are now being distributed to educational institutions, as a guide in granting credit to service personnel who apply for it. Although every course taught by the armed forces has as yet not been evaluated, studies for more than 375 have already been completed. Recommendations for these may be found in the handbook of the American Council on Education, "A Guide to the Evaluation of Educational Experiences in the Armed Forces." Copies of this book are being made available to civilian educational institutions and to Navy educational services officers.

Under these recommendations, for instance, enlisted men who had recruit training may be granted as much as a half year's high school credit for their work in the Navy, while officers who had eight weeks of indoctrination school may receive three semester hours credit in a university.

On the opposite page are shown a representative number of the recommendations indicative of the general evaluation being established.

The schools are not bound to accept the recommendations but, since the American Council represents most of them and has made an exhaustive study of the problem, it is believed that the recommendations will be followed in most instances.

### The Background

In 1939, when the President declared the national emergency, the nation undertook the tremendous task of girding itself for global war. School books were from necessity temporarily laid aside for more urgent business. In place of high school and college subjects, jobs had to be learned and skills perfected which would train men for the mighty land and naval forces needed.

To hundreds of thousands of men and women, going into the service meant cutting their formal education short. For others it meant at least postponing the day when they could complete their academic work. Many of these men, it was recognized, matured by the intervening years and their wartime experiences, might not wish to return to school at the same level which they left when they joined the armed forces. They would have grown beyond their former classmates in years, knowledge and experience.

Many of the courses they had received from the armed forces to prepare them for their wartime job, moreover, were in effect equivalent to those

on school curricula. Consequently, they had kept pace with their former classmates, who for various reasons had not entered or been accepted by the services. The American Council on Education recognized that to expect service personnel to repeat work in which they had already been trained would neither be fair nor practical for both the schools and individuals concerned. At the same time this Council recognized that there would naturally be some highly specialized wartime courses which would find no civilian counterpart, either in school curricula or in application to civilian jobs. Consequently for military experiences of this sort no academic credit has been recommended. But the great majority of the thousands of courses taught by the armed forces could, if provisions were made, be converted into high school, junior college or university credit or be evaluated by employers in terms of some kind of occupational recognition for those men and women who planned either to resume their formal educations or enter civilian employment when the war had been won.

At the same time educators interested in the postwar welfare of service personnel recalled the experience which schools had following World War I, when institutions unfamiliar with service training attempted to evaluate what this work was worth in terms of their own courses. Some well-intentioned schools indiscriminately granted to returning service personnel credit which worked a hardship on the men and women by expecting them to resume their schooling at a point beyond which they were actually prepared. Others, with equally good intentions, did not award a fair amount or credit, likewise working a hardship on returning service personnel.

The present program was evolved to meet all these problems.

Evidence of the tremendous benefit which this program will be to great numbers of men and women at the war's end can be found in the first 12,000 applications, which have already been received. Of all those processed, 90% were received from personnel desiring accreditation of service work toward a high school diploma. Ninety-eight per cent of these were evaluated with some credit granted, and approximately 28% actually received enough credit for them to be awarded their high school diplomas. In most cases, for personnel lacking sufficient credit to graduate, the high schools outlined other courses which might be taken and which would be acceptable toward the completion of their high school educations.

Of the completed cases of men and women who applied for college credit, 97% were evaluated for some credit with 20% of the applicants receiving

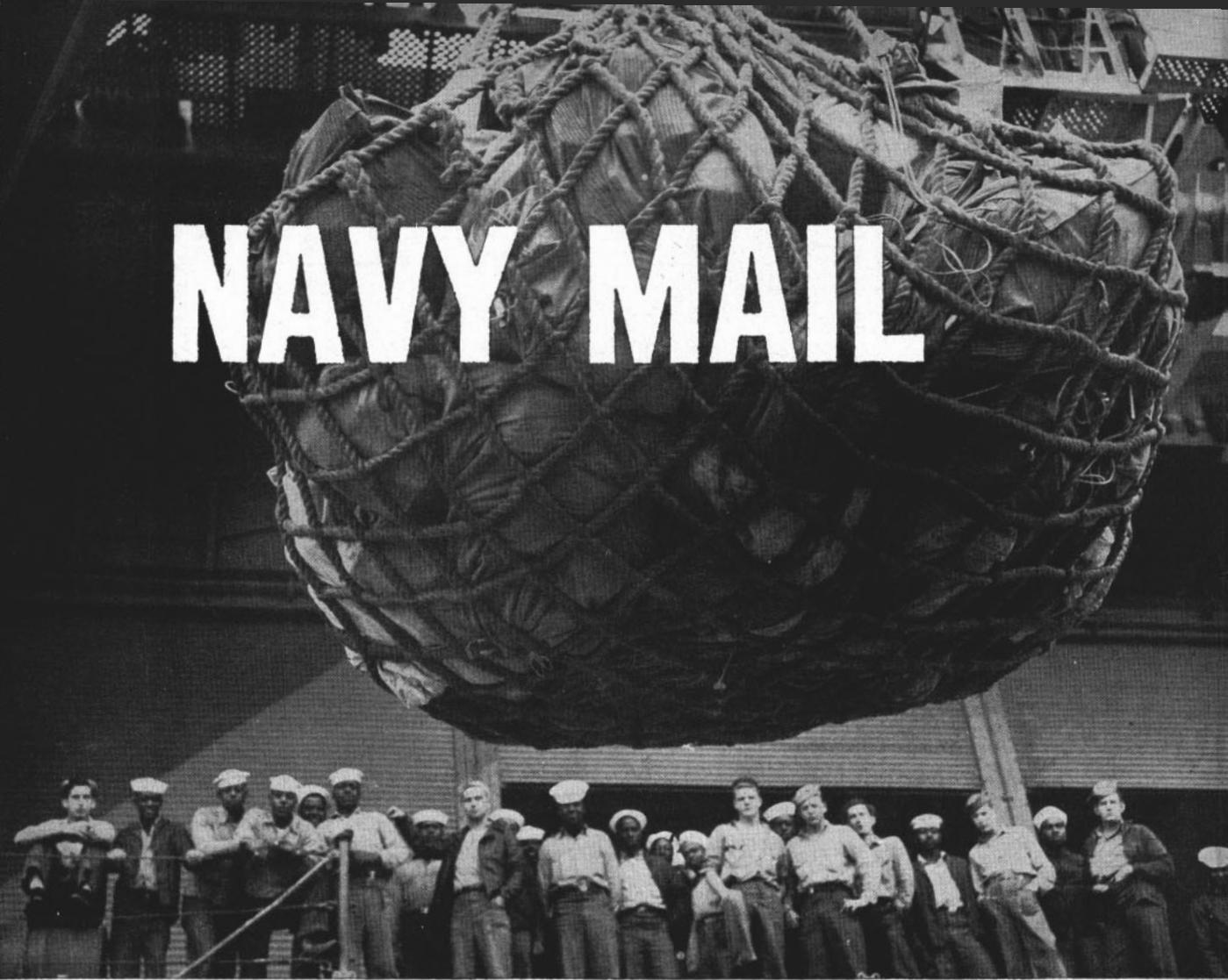
(Continued on page 56)

# SAMPLES OF RECOMMENDED ACADEMIC CREDIT FOR SERVICE TRAINING

NAME OF COURSE	LENGTH OF COURSE	HIGH SCHOOL CREDIT RECOMMENDED	JUNIOR COLLEGE CREDIT RECOMMENDED (Terminal Credit*)	COLLEGE CREDIT RECOMMENDED
<b>•NAVY ENLISTED, MALE</b>				
Air Gunner	4 1/3 weeks (now 5 weeks)	1/2 unit in precision instruments	3 hours in precision instruments	None
Aviation Electrician's Mate (class B school)	12 weeks	2 units in aviation electricity	10 hours in aviation electricity	4 hours in electrical laboratory; 10 hours in shop practice
Aviation Machinist's Mate (class A school)	21 weeks (formerly 16 to 21 weeks)	2 1/2 or 3 units in aviation machine shop, depending on length of course	12 hours in aviation machine shop	12 hours in shop practice
Aviation Radioman (class A school)	18 weeks (formerly 16 weeks)	3 units in radio operation and maintenance	12 hours in radio operation and maintenance	None
Aviation Radio Technician	28 weeks (formerly 24 weeks)	3 units in radio	None	12 hours in radio or 6 hours in shop practice
Bombsight Maintenance	16 weeks	2 1/2 units in electrical instrument maintenance	12 hours in electrical instrument maintenance	None
Cooks and Bakers (class A school)	16 weeks	2 1/2 units in cooking and baking	12 hours in cooking and baking	None
Coxswain (formerly Seaman-ship)	8 weeks (extended to 16 weeks)	1 unit for related subjects	10 hours for related subjects	None
Dental School (class B school)	10 weeks	1 1/2 units for dental technology	6 hours in theory and practice of dental technology	Credit based on examinations
Diesel (class A school)	8 weeks	1 unit in Diesel engines	6 hours in Diesel engines	6 hours in shop practice
Engineering, Basic (class A school)	8 weeks	1 unit in electrical shop	5 hours in elementary electrical shop	4 hours in shop practice
Fire Control (class A school)	16 weeks	1 unit in shop practice	6 hours in shop practice	6 hours in shop practice
Gunner's Mate 3/c (class A school)	16 weeks (formerly 12 weeks)	1 1/2 units in mechanical shop for 16 weeks course	9 hours in mechanical shop for 16 week course	None
Hospital Corps Certificate (class A school)	6 weeks intensive	1/2 unit in physiology; 1 unit in public health, hygiene and first aid	10 hours for preparation as hospital assistant	3 hours in elementary anatomy and physiology; 2 hours in hygiene
Motion Picture Camera (class C school)	8 weeks	1 unit in motion picture photography	8 hours in motion picture photography	None
Operational Flight (Aircrewmen)	8 weeks	1 unit in aviation crew operation	3 hours in aviation crew operation	None
Parachute Material (changed to Parachute Rigger) (class C school)	16 weeks (shortened to 12 weeks)	2 1/2 units in fabric laboratory	12 hours in fabric laboratory	None
Property and Accounting	52 weeks	2 units in typing; 1 unit in book-keeping	12 hours in property and accounting	Credit based on examinations
Radio (class A school)	19 weeks (formerly 16 weeks or more)	2 1/2 units in radio dispatching and airport control operation	12 hours in radio dispatching and airport control operation	None
Signalman (class A school)	16 weeks	2 1/2 units in signaling	12 hours in signaling	None
Yeoman	16 weeks	2 units in stenography	None	10 hours in preparation for stenography, and credit based on exams
<b>•NAVY OFFICERS, MALE</b>				
Aeronautics, Civil (WTS)	8 weeks elementary, 4 weeks intermediate	2 units in flight preparatory for both courses, or proportionate credit for completion of one course	6 hours in aeronautics (not restricted to terminal credit)	2 hours in navigation, 1 hour in aerology for both courses, or proportionate credit for one course
Communications	16 weeks	2 1/2 units in radio and communications	12 hours in radio and communications	Credit in typing based on examinations
Destroyer Escort, Patrol and Submarine Chaser	8 weeks	1 unit	None	Credit in navigation, general engineering and first aid based on examinations
Diesel	20 weeks (formerly 10 weeks)	3 units in Diesel engines	12 hours in Diesel engines	Credit based on examinations; 6 hours in shop practice
Indoctrination	8 weeks	1 unit in naval science	None	3 hours in naval science
Midshipmen (Engineering)	14 weeks (now 17 weeks)	None	None	Electrical engineering, 4 hours; construction and main engines, 4 hours; boilers and auxiliaries, 3 hrs. 26 hours in oriental languages
Oriental Languages	52 weeks	None	None	4 hrs. in navigation, 1 hr. in aerology; credit in NROTC where granted
Pre-Flight	11 weeks	None	None	
<b>•NAVY ENLISTED, FEMALE</b>				
Aerographer's Mate	12 weeks	2 units in weather observer	10 hours in weather observer	3 hours in weather forecasting
Aircraft Instruments	14 weeks	2 units in instrument maintenance	10 hours in instrument maintenance	None
Indoctrination	4 or 5 weeks	1/2 unit in naval organization, history	None	None
<b>•NAVY OFFICERS, FEMALE</b>				
Communications	8 weeks	1 unit in radio and communications	4 hours in preparatory for radio operators or airport control tower	Credit in radio and typing based on examinations
Indoctrination	7 weeks	1 unit in naval organization, history	None	3 hours in naval organization, history
<b>•MARINE CORPS ENLISTED, MALE</b>				
Amphibian Tractor Operator	4 weeks	1/2 unit in tractor operator	3 hours in tractor operation	None
Aviation Supply	15 weeks	2 1/2 units in business practices	12 hours in business practices	None
Drafting	12 weeks	2 units in drafting	10 hours in drafting	Credit based on examination; 10 hours in shop practice
Field Music	12 weeks	1 unit in drum and bugle corps	6 hours in drum and bugle corps	None
Radio Operator	12 weeks	2 units in radio operation	10 hours in radio operation	None
Water Supply and Purification	8 and 12 weeks	1 or 2 units in waterplant operation	8 to 10 hours in waterplant operation depending on length of course	None
<b>•MARINE CORPS OFFICERS, MALE</b>				
Field Artillery	16 weeks (formerly 12 weeks)	None	None	Military training credit; math, civil engineering, etc., credit based on exams
<b>•COAST GUARD ENLISTED, MALE</b>				
Gunner's Mate	12 and 16 weeks	1 1/2 units in ordnance training	6 hours in ordnance training	None
Gyro Field Instruments	3 weeks	1/2 unit in precision instruments	3 hours in precision instruments	None
Machinist's Mate	16 weeks	2 1/2 units in machine shop	12 hours in machine shop	12 hours in shop practice
Motor Machinist's Mate	16 weeks	2 or 2 1/2 units in motor machinist shop	12 hours in motor machinist shop	12 hours in shop practice
Port Security	6 weeks	1 unit in protective and service work	4 hours in protective and service work	None
Quartermaster	12 and 13 weeks	2 units in navigation and signaling	10 hours in navigation and signaling	None
Seamanship	13 weeks	2 units in seamanship	10 hours in seamanship	None
Storekeeper	12 weeks	2 units in office procedure and credit in typing based on examinations	10 hours in office procedure	Credit in typing based on examination
<b>•COAST GUARD OFFICERS, MALE</b>				
Pay and Supply	16 weeks	2 1/2 units in business practice	None	6 hours in elementary business administration

\* Terminal credit means that credit is recommended for individuals who plan to take only two years of junior college work of a technical or vocational nature.

# NAVY MAIL



Official U. S. Navy photograph

A GREAT convoy, loaded and formed at a U. S. east coast port, knifes its way through the waters of the Atlantic, bound for Gibraltar and the Mediterranean. It carries arms and food and other supplies and, last but not least, parcel-post packages from home for naval personnel.

Overhead an R5D on the Naval Air Transport Service, also bound for the Mediterranean, passes the convoy. Included in its cargo is Navy mail. When the men aboard the convoy reach their Mediterranean port, their own mail will be there, waiting.

From San Francisco, another NATS plane is off for Pearl Harbor, carrying mail on a 14-hour schedule. Within minutes after the plane lands at Pearl, some of its mailbags have been shifted to other planes for transshipment to points nearer the battlefronts. Mail posted in the Middle West will reach South Pacific fronts in a few days.

Out in the western Pacific, the crew aboard a carrier hears over the bullhorn the call "Fourth Division, stand by to receive destroyer on port quarter." Sailors in dungarees hurry aft to the fantail as a two-stack destroyer battles forward against the waves left by the speeding carrier. The destroyer's skipper synchronizes his speed and course with that of the flattop. Then

When You Get a Letter in the Marshalls  
5 Days After It Was Mailed in New York,  
You Know Somebody's Looking Out for You

a bluejacket heaves a light line from the carrier to the bobbing destroyer. This strong light line pulls a larger messenger line over to the destroyer, and the messenger line, in turn, hauls over the whip line. The whip line, or "trolley," is secured and held taut.

A deep canvas bag, relic of coal burning ships, is rigged on the trolley. Bags of mail are piled in it and pulled across the churning sea to the carrier. A few minutes after the destroyer casts off, "mail call" is sounded aboard the carrier. The grand scramble is on. The Navy's mail has been delivered again.

These incidents are just a few snapshots, as it were, from the picture album of the Navy mail service.

## The Whole Picture

For the whole picture, you'd somehow have to crowd in approximately 17,000 Navy mail clerks and 400 postal officers, 5,000 Navy post offices throughout the world, almost every

convoy, task group and mail plane leaving or returning to the U. S.—and sooner or later nearly every ship in the Navy.

And to give the picture perspective, you should crowd in the mail itself. For instance, in November 1944, figures show the Navy mail service handled 111,364,853 pieces of mail of all kinds. Of this number, 69,326,502 cleared the San Francisco Fleet Post Office and 42,038,351 cleared the New York FPO.

In October 1944 the service disposed of the greatest volume of mail since the war began—113,081,956 pieces, 73,310,984 via San Francisco and 39,770,972 via New York.

The combined figures for October and November include a total of 22,966,245 Christmas packages for naval, Marine Corps and Coast Guard personnel, more than three times the total of 7,480,000 Christmas packages handled by the Navy the year before.

To get the overall picture of the worldwide Navy mail service and how

it does a job unparalleled in all history, you should start with Op-20M in Washington, D. C. ("Op" is the Office of the Chief of Naval Operations; Op-20 is Naval Communications. The "M" is for mail—and so OP-20M is the Postal Affairs Division of Communications, otherwise known as the Navy mail service.)

Op-20M, located in the main Navy Department building on Constitution Avenue, is the heart of the mail service, the central control, through which flows the latest information on ship and plane movements. On this the routing of Navy mail is based.

The strong arms of Op-20M are the great fleet post offices at New York and San Francisco, clearing houses for mail moving between the U. S. and the Atlantic and the Pacific.

Like the headquarters of so many naval activities, Op-20M centers in and around a huge room crowded with desks, file cases, film recording and printing machinery, incoming and outgoing wires, with scores of officers, enlisted personnel and civilian workers buzzing about. The officer-in-charge, Assistant Director of Naval Communications for Postal Affairs, is a sea-going captain with modern combat experience.

The personnel of Postal Affairs, in Washington and throughout the world, includes veterans of the U. S. postal service, serving as postal officers or as rated mailmen (MaM). Like the family physician and dentist, the mailman has gone to war, and it's quite possible the mailman who served you back home is today out anywhere from the North Sea to the Philippines, sorting, delivering or routing Navy mail.

## The Nerve Center

In the nerve center which is Op-20M, ship and plane movements are traced and communicated daily to the fleet post offices by wire and air mail.

Information on ship and plane movements come in from all over the world—by radio, letter and messenger. The job almost begs description, but an efficient job it is, keeping track of 45,000 shifting ships and shore stations of the naval establishment, and keeping all FPOs and mobile fleet units currently advised of changes.

Full use is made of the ships and planes of the Navy, the Army and the merchant marine and the machinery of the U. S. Post Office Department. Navy and Army planes interchange their services in transporting mail. Some area will find the Navy carrying all the Army's mail, while in other areas the Army carries the Navy's mail. Commercial airline facilities also are utilized extensively.

All FPOs furnish Washington with a daily report including details on any backlogs that may accumulate, thus assuring prompt action on delays.

## Expediting the Mail

During the summer months, of course, longer days and clearer weather make it possible to handle more Navy mail by air than in winter. The greater percentage of letter mail is dispatched by air to all naval points on the eastern seaboard outside con-

tinental limits in the Western Hemisphere. For the Pacific, European and Mediterranean theaters, the major portion of letter mail is carried by fast surface ship.

The Navy's most difficult mail problem is that of reaching the men of the Armed Guard and the merchant marine, since merchant ships put into practically all Allied ports throughout the world without benefit of schedule. Handling of merchant marine mail was assumed by the Navy inasmuch as it offered the only secure channel for the routing of this mail and already was obligated to deliver mail to Navy gun crews on the same ships. Almost all Armed Guard and merchant marine mail is forwarded by air.

Sometimes a letter of complaint is received from a relative or close friend of a man in the naval service. A "Dear Mom" department checks with BuPers and with the Postal Affairs directory service to ascertain the present address of the serviceman.

If his mail service has been poor—if he has received no mail in the last two or three months—Postal Affairs asks the man's commanding officer about the mail service of his unit and specifically why Jones or Smith isn't getting his mail. If bad, the cause is determined and diligent effort made to rectify the situation. If Postal Affairs finds the man has been neglectful in writing his relatives, he is informed of their anxiety and is advised to write home oftener. When the man or his relatives are using an incorrect address, they are given the correct one.

## Cable Service Too

Op-20M also handles the operations of the EFM-SCM cable service (Expeditionary Force Message and Sender's Composition Message) to and from naval personnel.

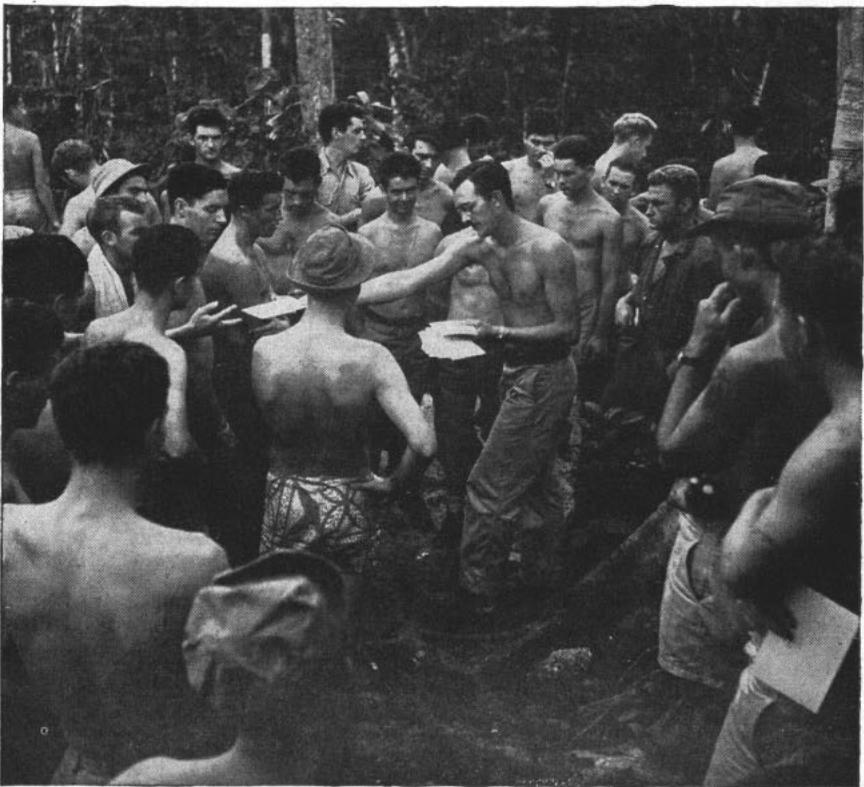
EFMs are stock messages, with 237 different standard wordings now available to cover almost every common request, congratulation, greeting and message. They are carried by commercial cable and radio channels between most Allied-controlled ports of the world at a standard charge of 60 cents plus tax, which varies according to where the message is received.

Service personnel afloat, or stationed overseas where there are no commercial facilities, may send EFMs via their communications officers. They may also be sent by relatives or friends in the U. S. to all land-based service personnel overseas and to personnel in certain land-based mobile units. The list of EFM texts was published in the September 1944 INFORMATION BULLETIN, p. 68.

The SCM is for the use of a relative or a friend who wishes to cable a message to anyone in the Navy stationed at an overseas shore base. This type of message is paid for at current rates according to the number of words.

## The Mail Goes In

When an invasion is launched, the initial mail service staff goes in with the third echelon on the third day, setting up portable equipment, collecting



*BECAUSE the Navy knows how much mail means, it leaves nothing undone to get it out to the fronts (and to get it home to the folks) as fast as humanly possible. These Navy men on duty in the South Pacific are getting letters within a matter of days, thanks to a highly geared system world-wide in scope and painstaking in operation.*

## NAVY MAIL AROUND THE WORLD



SAIPAN



AT SEA

The ox cart (top) helps the four-engine NATS plane speed mail service on Saipan; on a carrier (center) scrubbed garbage cans help out for sorting; but in Iceland (bottom), as throughout the world when Christmas packages arrived, there was no help for it: just hard work to get the presents delivered on time.



ICELAND

mail and selling stamps and canceling letters. This mail unit, however, does not deliver mail. The delivery unit comes in with the fourth echelon and, when established ashore, operates in two tents, later replaced by quonset huts, with 2½-ton truck for transportation. It is equipped with a safe, desk, chairs and other supplies, and begins delivery as soon as the first mail plane lands with its load. Meanwhile, the mail unit that went in with the third echelon is dispatching mail.

For ships of the invasion fleets, mobile fleet post offices are established aboard large carriers or LSTs.

Good old American ingenuity sparks the Navy mail service. The postal officer at Peleliu, for instance, was able to provide regular mail service for marines and naval personnel five days after D day by using a number of apple crates. With all its equipment aboard another ship 50 miles away, the postal unit began operations aboard an LST off Peleliu by spreading apple crates over the LST's crowded deck and sorting the mail into them. The packets were then dispatched in small boats to the beach and to all ships present. Small quantities of mail arrived at the beachhead as early as D-plus-two, and daily deliveries began three days later, the mail being flown in by NATS Sky-masters.

The first NATS flight to Peleliu created a sensation. The plane landed within 600 yards of where fighting was going on between Marines and the Japanese. Action was so close that the Japs tried to hit the next NATS plane with a mortar shell. However, they never got the range.

### 5 Days to Eniwetok

Navy mail service is now delivering letters to Eniwetok, former Jap-held island in the Marshalls, five days after posting on the U. S. east coast.

When the first mail from home reached the island last February, some Japs were still holding out. The battle was still under way when a seaplane landed in the harbor and turned over its mailbags to a rusty and battered LCV(P) which soon edged into the beach with its cargo. There were six tents on the island then, and only three had electric lights—the atoll headquarters tent, the communications tent and the postal tent.

A sign painter's apprentice posted a sign reading "FLEET POST OFFICE." Some feet away, another sign, much more legible, read: "REPORT DEAD JAPS HERE."

There had been misery on Eniwetok that day and the men had had to contend with flies, sun and dirt as well as Japs.

Bluejacket postal clerks working under a single electric light sorted the mail, and begrimed men began to congregate outside. Silently they counted the bags of mail as they disappeared into the tent. Soon the mail was ready. The war halted for an hour. All over the island there were tiny dots of light as the men broke out flashlights and sat on the ground to read their mail. Their eyes lost all traces of the weariness that had been evident a short time before.

ON ENIWETOK mail arrives from U. S. East Coast—8,000 miles away—in five days. Left: sacks of mail are unloaded outside FPO; right: mailmen inside start immediately to sort letters.



## The Fleet Post Offices

Operating units of the Navy mail service throughout the world are the Navy post offices. There are 583 Navy post offices in the U. S., 778 at overseas shore bases and 3,098 aboard ship. While these figures total 4,459, there are in reality more than 5,000 Navy post offices all over the world, since major activities count only as one post office on the roster of the Postal Affairs Division. Such activities, however, may have as many as 12 post offices within the command.

Navy POs vary greatly in size and appearance, of course, depending upon the number of personnel they serve. The larger ones are designated as fleet post offices. A small overseas outpost PO may be operated in a corner of a tent by one man on four hours a day collateral mail duty. The San Francisco FPO (the largest of all) has 2,100 employed. New York FPO has 1,500; Pearl Harbor has 434.

Mail personnel is allotted on the basis of one mail clerk for each 500 persons and one directory clerk for each 1,000.

Most Navy mail to or from ships and overseas points is processed through either the San Francisco or New York fleet post offices.

San Francisco's FPO mail operations are spread out over four buildings to serve the Navy in the western part of the U. S. and the entire Pacific Fleet. The New York FPO, housed in a 10-deck building in the downtown section except for its parcel post section at Pier 51 on the Hudson River in Manhattan, serves the eastern part of the U. S. and the Atlantic Fleet, including naval units in Europe, Africa, South and Central America, and the Caribbean.

There is, in addition, a special FPO in Chicago to receive and process V-mail for addressees in 17 central and central southern states. V-mail from the East, addressed to men in the Pacific, is intercepted at Chicago and filmed in order that this mail may be flown from there on. The same interception occurs for European and African mail which originates in the central and western states.

The New Orleans FPO also plays a prominent part in the Navy mail service, clearing mail to and from the

areas fringing the Gulf of Mexico and the Caribbean. There are numerous other FPOs in the U. S., but the major operations are at San Francisco and New York, on a 24-hour basis.

Those who know the layout of a big city U. S. Post Office would find themselves in familiar surroundings in one of the Navy's major FPOs. The ground deck is devoted to the actual loading and unloading of mail bags on Navy mail trucks. Mail comes in and goes out every hour of the day. There is a section for each class of mail: V-mail, air mail, first class mail, registered and insured mail, "prints"—the FPO term for newspapers, magazines and such—and parcel post.

Each class of mail, for delivery in or outside the U. S., is moved from the ground deck to the proper distribution section. Each class is subjected to two and sometimes three breakdowns until finally it is sorted into slots and pouches for several thousand ships and stations.

The stream of general Navy mail, official and personal, flows through the mail branches of the FPO. However, the Armed Guard has its own branches at the San Francisco, New York and New Orleans FPOs, constituting an FPO within an FPO. It handles its own directory, does its own distributing. The FPOs have merchant marine mail sections, with dispatching handled jointly by the AG and merchant marine dispatch section.

The Marine Corps section of the two big FPOs also operates separately, except for dispatching, which is handled

by the Navy. The Marines keep track of their own units.

The New York FPO also has a French Navy section, manned by French enlisted personnel, to handle mail for French naval vessels operating with the U. S. Atlantic Fleet.

## Fast vs. Slow Service

Mail that is properly addressed moves full speed ahead. Mail that is improperly addressed is turned over to the directory service, which handles each stray mail item individually.

In most cases, if a Navy mail directory has anything at all to work on, improperly addressed mail finally reaches the person intended.

There is little hope, of course, for letters addressed to: John Jones, S2c, c/o Fleet Post Office, New York, N. Y., or San Francisco, Calif. In such cases, the sender is notified and requested to furnish a more detailed address.

The directories of the San Francisco and New York FPOs are known officially as the Pacific Fleet and Atlantic Fleet Records Offices. There the names of over 3,000,000 naval personnel—including yours—are kept on cards arranged alphabetically in scores of wooden bins or cases that take up half a deck. Here staffs, chiefly WAVE personnel, do an efficient job of recording address changes as they come in and helping track down the latest correct address for Joe Dokes, S1c, or Bill Binks, CBM.

Biggest headaches to the directories are the thousands of Smiths, Joneses, Johnsons, Browns and Whites. There are 1,800 William Smiths in the New York directory's files.

Handling of Navy, Marine Corps and Coast Guard mail is simplified and expedited by the use of Navy numbers—that is, numbers assigned to particular naval activities and their personnel. Such a number, properly used on each address, helps to assure speedy mail service.

Postal officers of the big FPOs sit in every day on conferences with officials of shipping companies, NATS, commercial airlines, the Army Postal Service and the U. S. Post Office Department to coordinate latest convoy and routing information. When ships are suddenly ordered to sail from the



Official U. S. Navy photographs

*TYPICAL of overseas FPOs is this quonset but at Eniwetok.*

# MAIL MANNERS



BE SURE TO WRITE YOUR CLOSE RELATIVES AND FRIENDS REGULARLY.



DON'T USE NICKNAMES.



TURN DOWN ALL PUBLICATIONS YOU DON'T WANT, THIS WILL TAKE A LOAD OF UNNECESSARY WORK OFF THE NAVY MAIL SERVICE.



WATCH YOUR HANDWRITING. IF IT CAN'T BE READ, YOUR LETTER WON'T GET READ.



KEEP ALL YOUR CORRESPONDENTS INFORMED OF YOUR LATEST ADDRESS.



MAKE SURE OF YOUR NAVY ADDRESS... IF YOU GUESS, THE NAVY WILL HAVE TO GUESS TOO.



CALL FOR YOUR MAIL



THERE ARE NO RARE NAMES IN THE NAVY - USE FULL NAME, RATE ETC.



IT TAKES A TOUGH CARTON TO WITHSTAND OVERSEAS SHIPPING.



SOME LETTERS ARE SO POORLY ADDRESSED THAT EVEN A CRYSTAL BALL WON'T HELP FIND THE RIGHT SAILOR FOR THE RIGHT LETTER.

**P.S.** THE CORRECT WAY...  
ALOUSIUS QUINCY JONES, S/1c  
U.S. NAVAL AIR STATION  
NAVY NO. 296 (TWO NINE SIX)  
FLEET POST OFFICE  
NEW YORK, N.Y.

ports of New York or San Francisco, the FPOs there naturally get the information first and then forward it immediately to Washington for distribution to other Navy post offices. When the destination of a unit is temporarily undetermined, its mail in the FPO goes into a pouch in the "hold section" and is not dispatched until the unit's next address is received.

For the sake of security, a so-called locator system is used in dispatching Navy mail. Each ship and activity has a locator number (changed frequently) to which its mail is addressed after it is put in the pouches.

One of the most difficult FPO jobs is the handling of "prints." Naval personnel are subject to constant shifts throughout the world, and all too often newspaper and magazine publishers have only the initial Navy address of their subscribers in service. Publishers are notified, by postage due notice from the FPO, when "print" addresses are incorrect. Postal Affairs continues, meanwhile, to advise naval personnel to keep publishers informed of their changes of address and to request discontinuance of publications they do not want.

## Ready and Waiting

When ships reach American ports, they find their mail waiting for them. The FPO, informed in advance of anticipated ship arrivals, loads the mail for each ship on trucks and sends it to the docks. If the ship is not yet in port, the mail is not taken back to the FPO. The mail truck waits. Sometimes, the mail is loaded on small craft at the docks and sent out to the waiting ships.

At the New York FPO, 1944's unprecedented Christmas mail load caused a severe case of growing pains which was cured only by moving the parcel post section to Navy Pier 51 on the Hudson River. The pier has two decks and a roof (but little in the way of bulkheads), is about three city blocks in length, and offers to all hands the opportunity of duty in the open spaces. Winter had come to New York, and temperatures on the pier were frequently sub-freezing.

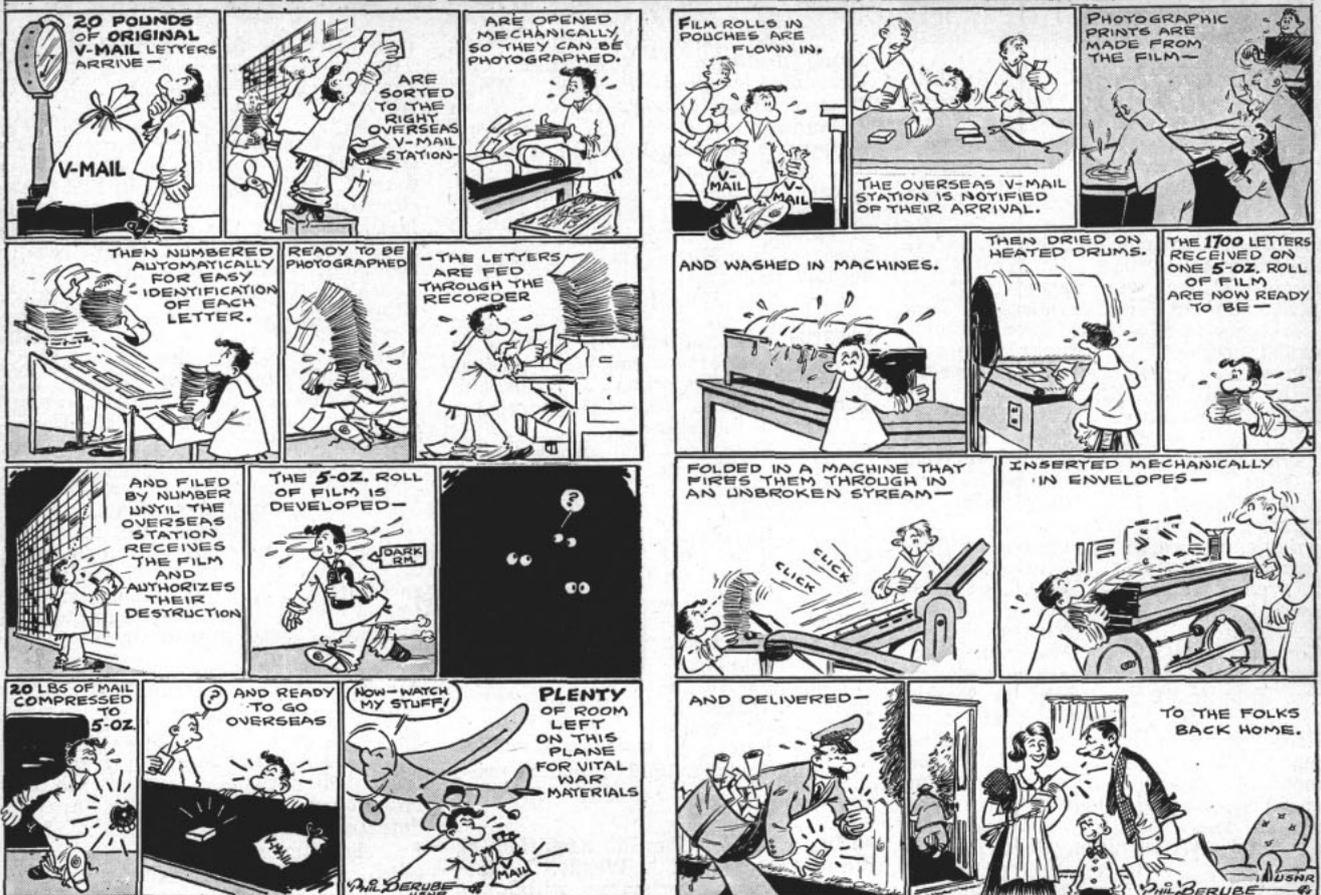
Parcel post crews at San Francisco and New York each operate a "scavenger department" where damaged or improperly wrapped packages from home are rewrapped.

The biggest trouble with Navy parcel post is that so much of it is wrapped in packages that simply won't stand the gaff, and also that parents and wives and friends insist on sending perishable foodstuffs to naval personnel overseas. The food deteriorates with handling and changes in the weather.

## The Most Practical Mail

V-mail is the most practical mail service the Navy offers. It receives the highest priority and reduces the mail transportation problem.

Basically, the V-mail principle is very simple. Instead of sending the letter itself, which is bulky and (when weighed in the millions) heavy, the Navy simply photographs the letter onto a tiny film and then gives the addressee a photographic print of the



letter. As a result, the equivalent of 25 sacks of air mail letters, weighing approximately 1,250 pounds, recorded on 16-mm. film can be carried in one small V-mail sack weighing approximately 14 pounds. Eighteen hundred V-mail letters, can be recorded on one 100-foot roll of microfilm weighing 7 ounces, displacing a stack of letters that originally weighed 41 pounds.

The excellent mail service of recent months has been made possible to a considerable extent by a large percentage of the people using V-mail. In the last two months, however, there has been a decline in its use due to the possible illusion that there are unlimited airmail facilities. At this critical time, with forces and operations constantly expanding, the exclusive use of airmail will defeat the good mail service of the past months.

For this reason, all hands are always advised to share airmail advantages with others by using V-mail whenever and as often as possible.

In addition to the three big V-mail FPOs serving the Navy in the U.S. (New York, San Francisco and Chicago) there are 25 V-mail processing stations overseas. Of these, 20 are operated by Navy, five by Army.

When Army and Navy units are operating in the same area, these overseas stations always interchange V-mail service. The Navy now takes care of the Army on Guam, for instance, while the Army serves the Navy in Iceland and at Cairo, Egypt.

The number of V-mail stations overseas fluctuates according to the trend

of operations. Nine V-mail stations have been closed in recent months because of shifts in the areas of operations and because the mail volume has been reduced to a level whereby air facilities are adequate, and new stations are opened closer to the front.

Shuttle airmail service is maintained to forward areas and surrounding stations by the overseas V-mail stations. This assures airmail service "all the way" for V-mail.

**6 to 10 Million Monthly**

The Navy mail service handles from 6 to 10 million V-mail letters to and from naval personnel per month.

How the V-mail process actually works is shown in the accompanying cartoons. When senders do not follow instructions, it slows down.

V-mail letters written in dark blue or black ink must be separated from those written in colored inks or in pencil, because the latter call for special treatment, including more or less light during the instantaneous exposure to assure a serviceable film negative.

The next job is to "spot" letters with enclosures and remove them, because no enclosures can be sent with V-mail. These enclosures have covered everything imaginable—razor blades, chewing gum, ration tokens, money and pictures—lots of pictures. Pictures pasted on V-mail letter sheets cannot be photographed. If you want to send a sketch by V-mail, draw it or have it drawn directly on the letter sheet. There is no objection to that, and ambitious artists have contributed scores

of Christmas and New Year's cartoons which were printed on V-mail sheets.

So that enclosures may be forwarded, V-mail letters with enclosures are shifted to first class mail bags and handled thereafter as letter mail. Such letters are forwarded in original form via surface mail (which is slower than air, of course) and the addressor notified when possible.

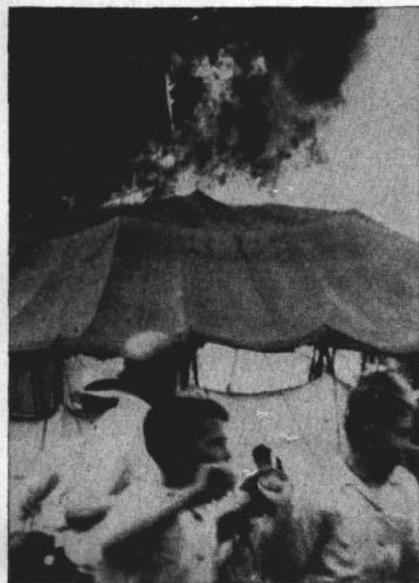
There are other reasons why V-mail ceases to be V-mail when opened and examined. The writing may be too faint or too small, or it may not have been kept within the specified limits on the letter sheet form. The sheet may have been improperly folded, causing it to be defaced by the letter opening machine. (These letters are forwarded from overseas by air to the U.S. when possible, since personnel may not have pen and ink or soft lead pencil available).

If you are writing from a ship or overseas, a good thing to remember about V-mail—and this will save you a few cents from time to time—is never to put airmail postage on a V-mail envelope unless the addressee lives a considerable distance from the FPOs at New York, San Francisco, or Chicago. V-mail rolls move by air anyhow; so if your Aunt Emma lives within a few hundred miles of any of these FPOs, use your free mailing privilege and save your airmail money. On the other hand, if your home is in the southwest, southeast, or in a Middle Western state distant from Chicago, then an airmail stamp naturally will speed up delivery.

(Condensed from a review, by the Associated Press, of what's been going on on the home front since you've been away. Made available to the INFORMATION BULLETIN by AP Newsfeatures.)

**JANUARY:** Invasion rumors . . . U. S. suicide rate declines . . . West Coast motorists drain gas stations dry . . . Mrs. Herbert Hoover dies in New York City at 68 . . . Antanas Semtona, exiled president of Lithuania, dies in Cleveland . . . Betty Grable's unborn child nominated "Babe of the Year" . . . Shall soldiers and sailors vote? . . . Fourth war loan drive . . . Bidu Sayao cites Brazilian woman's mission in life: "To be beautiful and kind, to make music, to make life pleasant for man" . . . Army-Navy report: 5,200 Americans died in Philippines of starvation and torture . . . Nation pledges to avenge victims . . . World's greatest warship, 45,000-ton *Missouri*, launched . . . Dimout lifted in New York . . . Congress sidetracks President's request for a national service act . . . President is 62 . . . John D. Rockefeller Jr., 70 . . . President and Mrs. Roosevelt deed Hyde Park homestead and 33 acres to U. S. . . . Hollywood motorist Josephine Lee, fined for speeding, says she had to drive that way to keep sailors off . . . Johnny (Tarzan) Weissmuller sued for divorce.

**FEBRUARY:** The \$2,315,000,000 second wartime tax bill goes to the White House . . . Army takes over seven Fall River (Mass.) textile mills . . . Star "Nova Pictoris" found flattened at poles . . . Tax bill vetoed by President . . . Wendell Willkie celebrates 52nd birthday . . . Martha Raye, comedienne, wins Mexican divorce from third husband . . . Edgar Lee Masters, 74,



"BIG TOP" caught fire, cost lives of 163 in Hartford, Conn.

# What the Folks Back

of "Spoon River Anthology" fame, found destitute in New York . . . Grover Cleveland Bergdoll, World War I draft dodger, released from Leavenworth prison . . . Raymond Clapper, columnist, killed in air crash . . . Soldier-sailor vote problem complicated by mechanics and politics . . . Stephen Hopkins, son of Harry L. Hopkins, killed in the Pacific . . . Divorce: Edna Marie Skelton "dood it" to Red Skelton.

**MARCH:** FBI arrests 31 persons in Florida in effort to end black market in railroad reservations . . . Gripsholm homeward bound with 711 Americans . . . Irvin S. Cobb dies in New York at 67 . . . Hendrik Willem van Loon dies at 62 . . . Joseph C. Lincoln dies at 74 . . . All three literary deaths within a week . . . Application of Pvt. Louis F. Niestepski to enlist in the WAC rejected . . . Republicans want change in tax basis . . . war correspondent Supreme Court upholds rent and price control.



ERNIE PYLE  
Pulitzer Prize  
war correspondent

**APRIL:** Charlie Chaplin acquitted of Mann Act charge . . . Wendell Willkie loses Wisconsin primary; withdraws from contest for Presidential nomination . . . Mrs. Roosevelt tells press conference she hopes women will sit officially at the peace table . . . William Cardinal O'Connell, archbishop of Boston, dies . . . Former Chief Justice Charles Evans Hughes is 82 . . . Charlie Chaplin is 55 . . . Col. Elliott Roosevelt becomes a bachelor again . . . Constellation, largest land plane, sets new transcontinental speed record, six hours, 58 minutes . . . Secretary of the Navy Frank Knox dies at 70 . . . Government seizes Chicago plant of Montgomery Ward & Co., physically evicting Sewell L. Avery, company head.

**MAY:** "Pensive" wins Preakness at Pimlico . . . Lillian Smith's "Strange Fruit" barred from mails and then reinstated "at the publisher's risk" . . . Roosevelt bandwagon rolls on, bringing pledged and claimed delegates to 667—only 589 needed for nomination . . . Alfred E. Smith's wife dies at 65 . . . Fifteen male "Fundamentalists," accused of maintaining a total of 55 wives, are convicted of unlawful cohabitation in Salt Lake City . . . For first time in 25 years there'll be no Communist presidential nominee . . . New York fire department extinguishes fire in offices of Fire Extinguisher Service Corp.

**JUNE:** Two Americans make speeches in Russia: Vice President Wallace and Chamber of Commerce president Eric Johnston . . . National Knights of Ku Klux Klan disbanded . . . Fifth war

loan drive for \$16 billion starts . . . Thomas E. Dewey is named Republican nominee for President.

**JULY:** International monetary conference opens at Bretton Woods . . . Norman H. Davis, 65, American Red Cross chairman and former ambassador-at-large, dies . . . Gov. Dewey, radio match for President Roosevelt, vocally speaking, opens campaign . . . Vice President Wallace starts home from Chungking . . . De Gaulle has "comforting talks" with President in Washington. "Big Top" fire in Hartford, Conn., takes more than 150 lives . . . Will rocket bombs cross the ocean? . . . Democratic convention: Mr. Roosevelt's nomination was inevitable; Sen. Harry Truman wins hot race for second place on ticket . . . More than 300 killed in explosion of ammunition ships at Port Chicago, Calif. . . Blast shook San Francisco, 35 miles away . . . Polar bear in New York City zoo bit off arm of young woman teaser before her companions drove him away with burning newspapers.

**AUGUST:** Manuel Quezon, exiled Philippines president, dies . . . CIO-PAC plea: "A buck for the New Deal" . . . Gov. Dewey denounces Rep. Ham Fish for anti-Semitism . . . Last of the first two women senators: Hattie Caraway defeated in Arkansas primary . . . Rep. Fulbright sponsors resolution which puts the House on record for international freedom of the press . . . Fire: at Palisades Park, N. J., and Luna Park, Coney Island . . . Transit strike in Philadelphia . . . Representatives of United Nations meet at Dumbarton Oaks to plan lasting peace . . . Motion picture "Wilson" production cost, \$5,200,000.



Photographs from Acme  
MISS AMERICA was 19-year-old  
Venus Ramey, of Washington,  
D. C.

# Home Were Doing During 1944

**SEPTEMBER:** Sen. George W. Norris, champion of popular rights, dies . . . Dewey opens campaign in Philadelphia . . . The rumor that a destroyer was sent a thousand miles to fetch Fala, left in the Aleutians, is denied . . . President and Churchill confer in Quebec—their eighth meeting of the war . . . United Nations Relief and Rehabilitation conference in Montreal . . . Hurricane hits Eastern seaboard; tens of thousands of trees downed . . . U. S. bans American ships from Argentine ports . . . First lady of the turf, Mrs. Payne Whitney, dies at 68 . . . Attorney General Biddle rules CIO-PAC violates no election laws . . . President Roosevelt: "I shall not campaign—in the usual sense" . . . Vice President Wallace: "Some people may say President Roosevelt is a tired old man—the great fear of certain reactionaries is that his mind is awfully good" . . . GOP wins in Maine . . . Discovery: President Roosevelt and Gov. Dewey have common ancestors; they're seventh cousins, once removed . . . Reno record: 58 divorce actions filed in one day . . . Secretary Stimson: "I hope I live long enough to see V-E day."



Photographs from Acme

**CORDELL HULL, ill, resigned as Secretary of State; was succeeded by Edward R. Stettinius, Jr.**

tenor, bags 1800-lb. buffalo . . . Regents fire Homer Price Rainey, U. of Tex. prexie; students protest . . . International aviation conference in Chicago . . . Secretary of State Cordell Hull resigns because of ill health; President names Edward R. Stettinius Jr. . . . Gertrude Atherton celebrates 87th birthday with completion of her

41st book . . . Nazi prisoners of war pick apples in Washington state . . . Married: Dale Carnegie, after meeting and influencing Dorothy Price Vanderpool . . . Died: Boake Carter, radio commentator; Republican Senator Brookhart of Iowa.

**DECEMBER:** Reconversion halted to speed arms output . . . Army pigskins Navy (23 to 7) at Baltimore . . . Wed: Col. Elliott Roosevelt, Faye Emerson—his third, her second . . . State Dept. reorganization . . . FTC joins in the search for cigars . . . Gov. Dewey back to work after vacation at Sea Island, Ga. . . Sixth war loan of 14 billion oversubscribed by more than six billion dollars.



**OCTOBER:** Al Smith dies in Manhattan . . . Army Air Transport Command establishes



**WENDELL WILLKIE**

*Withdrawn from '44 race; died at 52.* Cardinals beat Browns in hometown world series . . . Died: Richard Bennett, 72, stage idol, father of Constance, Joan and Barbara . . . Four score and five: John Dewey, grand old man of philosophy . . . Republicans: "Why do Communists and Pinkos like the New Deal so much?" . . . Gas tanks explode in Cleveland with death toll over 100 . . . Fourteenth biennial convention of United Lutherans resolves to "vigorously combat" hasty marriages and divorces.

**NOVEMBER:** Political harvest time: campaigners on both sides are bitter, heated . . . Gen. Stilwell, recalled, reaches Washington; no statements . . . Mayor LaGuardia, at LaGuardia Field, is porter for porterless woman . . . President Roosevelt reelected; carried 36 states with 432 electoral votes; Gov. Dewey, 12 with 99 . . . Solid South vote unneeded for Democrats to win for the fifth time since the Civil War . . . Democratic sweep increases party's majority in Congress . . . Sixth war loan drive for \$14,000,000,000 . . . Cigaret shortage . . . Lauritz Melchior, Wagnerian

direct air service between New York and Paris . . . Frank Sinatra has tea at White House . . . Wendell Willkie dies from overtaxed heart . . . Barbara Hutton and Cary Grant reunited after seven weeks of separation . . . St. Louis Cardinals beat Browns in hometown world series . . . Died: Richard Bennett, 72, stage idol, father of Constance, Joan and Barbara . . . Four score and five: John Dewey, grand old man of philosophy . . . Republicans: "Why do Communists and Pinkos like the New Deal so much?" . . . Gas tanks explode in Cleveland with death toll over 100 . . . Fourteenth biennial convention of United Lutherans resolves to "vigorously combat" hasty marriages and divorces.

## What's in Store for 45?

(Condensed from AP preview)

**Industry:** Prolonging of war in Germany past 1944, and prospect of longer Pacific campaign, dim industry's hopes for expanded civilian goods production in 1945. Reconversion timing upset: now estimated at least six months after V-E day before refrigerators, vacuum cleaners, etc., will be available. Few passenger cars to appear will be slightly altered 1942 types. Fuel rationing likely to continue until Jap defeat.

**Labor:** Membership may nose-dive as war production cuts down. Despite AFL overtures, a CIO-AFL union appears remote. But AFL hopes to get back John L. Lewis and his 600,000 United Mine Workers. Fall of Germany may start large back-home movement among 16,500,000 woman workers. Many, however, will continue.

**Agriculture:** Two major problems—maintain record food production for military and civilians, though short of labor and machinery, and plan for peacetime adjustment. Early defeat of Germany could pose problem of sharp break in foreign prices, start of new farm depression, as after World War I.

**Food:** Continued use of ration stamps for better grades of meats, butter, sugar, canned food, fruits, cheese. Less fluid milk. Poultry scarce at first. Cereals and truck crops should be plentiful, potatoes scarce in spring.

**Science:** Insect powder DDT will curb much malaria, can conceivably wipe it and typhus fever out eventually. In U. S., powder will be effective in reducing digestive troubles spread by flies, household insects. Penicillin will

develop further uses, may start elimination of syphilis. Sulfa will lead advances in preventive medicine. . . . Rapid progress toward faster, higher planes, due to jet and rocket propulsion. Developments are laying foundations for new means of passenger travel.

**Fashion:** Greater femininity, less severe lines, new elegance in after-dark attire, preparing for celebration of V-E day.

**Sports:** More schools, leagues and performers will come out of war-forced retirement. Many athletes discharged from services will be back in 1945 for sports boom. New boxing faces should bring return of big gates, topped by a Billy Conn-Joe Louis championship bout. Army again likely to rule football world.\*

**Entertainment:** Free-spending boom to continue. More plays with war themes. "Harvey" and "Anna Lucasta" leading for '45 Pulitzer Prize. Ballet booming; all new musicals include it. Radio and television expect biggest advances after Japan's defeat. More symphonies, better music, on the air. But quiz shows and daytime serials hold their own.

**The Arts:** Prosperous year ahead. More concerts, with more people hearing them. More fine new recordings of music. Public has found books good substitutes for many war-hit recreations, and soldiers and sailors have had millions of copies of "overseas editions." Many publishers expect postwar tendency toward reductions in book prices.

\* Here, as elsewhere, republication does not constitute Navy Department endorsement. —Eh.

# War Production Hit New Peak in 1944

Production at home was put to increased tests in 1944 as our forces made startling advances on both sides of the world.

Fighting an all-out slugging match uses up war supplies at a prodigious rate, particularly under the American policy of supporting men wherever possible with an overwhelming superiority of materiel.

At year's end it was apparent that the rapid advance had outstripped many predictions and that, in some critical categories of war supplies, production would have to hump itself to keep up the pace of our offensives.

For a report to all hands on U. S. industry's job in meeting the requirements of the war, and a review of developments and achievements in 1944, the INFORMATION BULLETIN turned to the country's top production agency, the War Production Board.\* Written especially for this issue, WPB's review of "War Production in 1944" follows.

## Review of the Year

The monthly volume of munitions production reached its peak at the end of 1943. This year the volume of production has leveled off to an average output of about \$5,350,000,000 a month, a rate slightly below the 1943 monthly peak. Although 1944 was not a year of new highs in monthly output as was true in the preceding years, the overall value of munitions' production reached a new peak—\$64,000,000,000 compared to \$56,900,000,000 output in 1943. The fact that the monthly volume of munitions' production leveled off this year does not mean that sufficient quantities of all war materiel were produced to satisfy military demands or that peaks in many of the programs were not reached.

This year more than ever before was one of invasion by land, sea and air. To meet the military requirements of the grand strategy for the many fronts upon which we have been advancing has called for adequate preparation for the waterborne landings of our troops on many shores. Therefore, from the beginning of this year up until May, production of landing craft was the number one program.

Simultaneously, our aircraft program called for the production of bigger and heavier planes to reach out to the Japanese strongholds and to disrupt the industrial centers of Germany. Production of bombers of all types with special emphasis on long-range bombers as well as increased demand for big transports increased the airframe weight of 1944 airplane production even though the number of planes produced each month declined

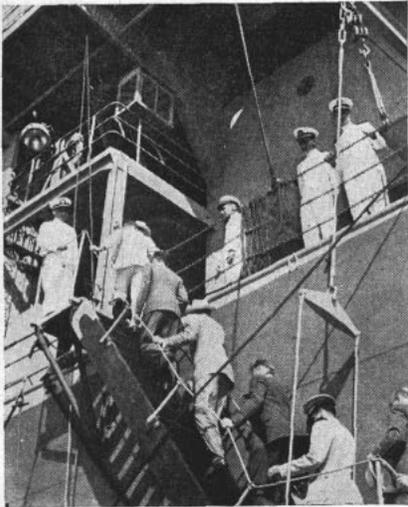
after May. Production of trainers declined to less than one-half the number produced in 1943 as our training program neared completion and we were able to concentrate our productive effort on destructive power.

In order to convey men and materials to the beachheads, the Navy called upon the Maritime Commission for production of troop transports, attack-transport and attack-cargo ships. The attack-transport and attack-cargo ships are especially designed for assault operations. The Navy fits the vessels with special equipment to speed unloading. A faster cargo vessel, the Victory ship, came into production this year, while Liberty ship deliveries declined in number. Our landings also called for increased production of amphibious craft and tracked landing vessels of all types—Water Buffaloes, Ducks and many others.

At the beginning of this year, our whole production effort was concentrated on preparations for planned invasions. When the invasions became a reality, the adequacy of our preparations on the production front underwent the final test.

It was inevitable that this test on the battlefield would bring to light either needs for new weapons or needs for more of some of the weapons and equipment than the most careful planning had provided. As a result of battle experience in the Italian campaign, requirements for heavy artillery and spare cannon went up. With the opening of new fronts in France this demand continued and to it was added an increased requirement for heavy artillery. The invasion of France brought to light still further demands from our armies. Heavy-heavy (over 2½-ton) trucks and tires for them were called for in increasing numbers.

As the number of men engaged on



## PRODUCTION IN ACTION

1. In Navy's industrial incentive program, representatives of labor and management board carrier to see their products in action.



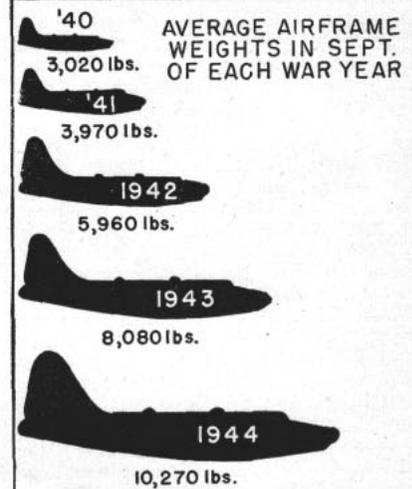
2. Representatives of 100-octane gasoline industry spend day aboard a CVE. Here they see elevator raise planes to deck.



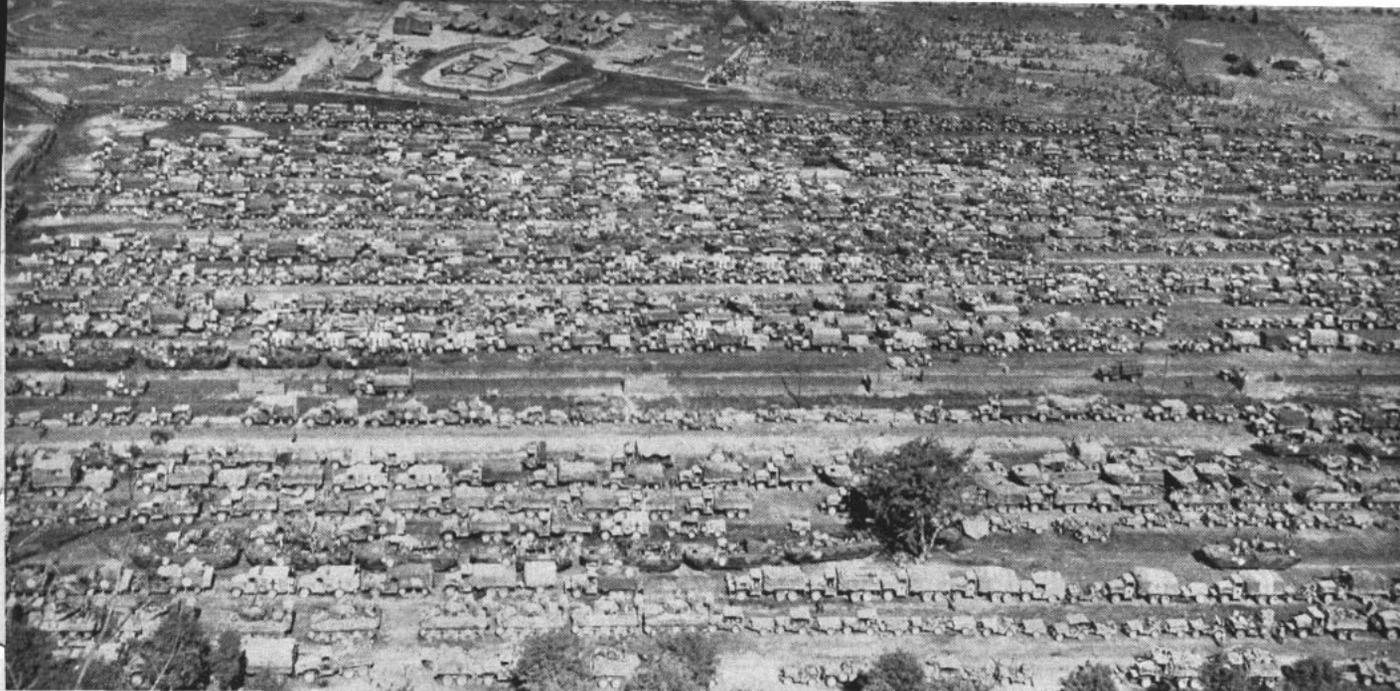
Official U. S. Navy photographs

3. From catwalk of a carrier in the Atlantic, aircraft industry representatives watch take-offs and landings.

## U.S. PLANES ARE GETTING BIGGER



\* Heading WPB as Chairman is Julius A. Krug, lieutenant commander in the Naval Reserve, who was placed on inactive duty and given the job. Appointed acting chairman on 24 August, he succeeded Donald M. Nelson on 30 September.—Ed.



Official U. S. Army Signal Corps photograph

**FROM PRODUCTION FRONT to war front: Row upon row, tanks, "ducks," ambulances, jeeps and trucks wait at an Italian port to be loaded for invasion of southern France.**

the European front increased and the fronts were further extended, the need for communication between our numerous military units naturally increased. Thus production requirements for dry-cell batteries used in the walkie-talkie were stepped up. In addition the need for tactical field wire exceeded present production and schedules were boosted. Tanks mounting bigger guns were put into production as a result of invasion experience. Cotton duck for tents is critical, too, because of a steep rise in requirements early this year.

The mounting tempo of the war in the Pacific has brought forth upward revisions of naval ordnance requirements. One of the sharp increases in requirements occurred in high capacity ammunition for use against shore fortifications and for softening up beachheads. Production of rockets, too, has been stepped up and the schedule calls for a big increase. Navy 40-mm. anti-aircraft guns are another critical program.

### **Ships and Naval Ordnance**

The size of the U. S. fleet (exclusive of sinkings) almost doubled between December 1943 and December 1944. We now have an estimated 12,400,000 displacement tons of naval vessels of all types. New constructions of vessels of all types, merchant and naval, numbered 37,000 in 1944 compared to 26,600 in 1943.

The big addition to the fleet in numbers of ships was the number one program at the beginning of the year—landing craft. The value of landing-craft deliveries more than doubled in 1944 compared to deliveries in 1943. The value of landing-craft deliveries in the peak month—May of this year—was three times the value delivered in January, and twice the value of deliveries at the end of the year.

The submarine program in terms of

construction-put-in-place (keels laid and work in progress) reached its peak in April of this year. For the year the increase in value-put-in-place was 6% over 1943. Past work on the submarine program showed up, however, in the value of deliveries which increased 43% in 1944 over 1943.

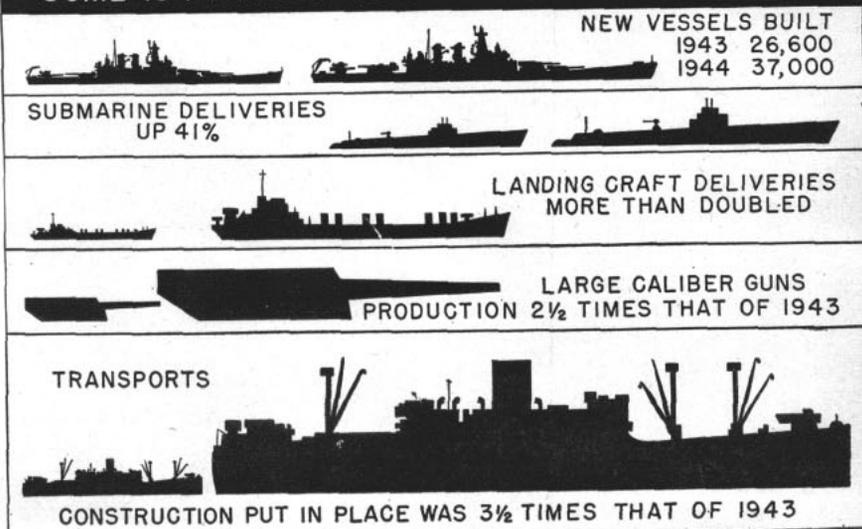
Construction of transports both by the Navy and the Maritime Commission showed tremendous strides in 1944. The value of work-put-in-place this year was three and one-half times that of 1943.

This year saw the tapering off of the destroyer-escort program. This was one of the very urgent programs in 1943 when the German submarine menace was still to be conquered. The value of work done on this program declined to less than one-third of the 1943 output.

With the substantial increase in the size of the fleet in 1944, it was only natural that naval ordnance production should show great gains. Production of naval guns, mortars and rockets increased 41% in 1944 compared to 1943. Navy anti-aircraft and dual-purpose guns (5-inch) increased almost 80%. Percentagewise, large-caliber naval surface fire (over 105 mm.) showed the greatest gain. Production in terms of dollar value was more than two and one-half times 1943 output.

Ammunition for naval guns, being an expendable item, showed even larger increases. All ammunition for naval guns and mortars over 20 mm. increased 58% over 1943 output. Ammunition for naval surface fire also showed a large increase—output more than doubled in this category.

### **SOME 1944 INCREASES IN NAVAL PRODUCTION**



Another large item in the Navy program in 1944 was the provision for ship maintenance and repair. The outlays for this item, a critical program, increased almost 50% in 1944 compared to 1943.

### Army Programs

Production in the combat and motor-vehicle category as a whole decreased 13% from the peak year of 1943. In this group comes the tank program which reached its peak in 1943 when 29,000 tanks rolled off the assembly lines compared to 18,000 this year. However, the Army has called for new models with greater firepower; these new tanks must be turned out at quantity rates at the same time that present models continue to come off the assembly lines in sufficient quantities.

Heavy-heavy trucks have been a production "must" for over a year. Even though facilities for axles, transmissions, generators and batteries have been expanded, shortages in labor and facilities for castings and forgings account for the difficulties this program has had in meeting production goals. Nevertheless production has increased 60% over output in 1943. But requirements called for an even greater increase.

Army ammunition increased almost 8% over 1943 output. Aerial bombs output in dollar value has increased 52% over 1943. Rounds of heavy artil-

## Winning the War of Supplies

What it takes to win victories was indicated in recent talks recorded for delivery before American manufacturers by Admiral Chester W. Nimitz, USN, Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas, and by Vice Admiral Thomas C. Kincaid, USN, Commander Southwest Pacific Force and Commander 7th Fleet.

In a report on supplies required by the 7th Fleet during the first 30 days of the Philippines operations, Admiral Kincaid revealed:

- "156,000 Navy men manned the ships and planes of this force—a number equal to the entire population of a city the size of Flint, Michigan.
- "For these men we needed 2,000 tons of food and 203 tons of clothing.
- "During the Battle of Leyte Gulf, one battleship alone—the *California*, venerable veteran of Pearl Harbor—fired 600 tons of projectiles, expending more than 100 tons of powder.
- "Supporting the landings on the Philippines and in subsequent engagements, the 7th Fleet used 74,-

000,000 gallons of fuel—the capacity load of 17 ocean-going tankers."

Pointing out that in the Philippines, the U. S. is fighting 6,000 miles from its own coast, Admiral Nimitz said: "Each time we have gone forward, we have expended ships and planes and guns . . . built docks and warehouses and Quonset hut cities . . . poured a tremendous amount of equipment, machinery and supplies into the operations. Most of this has had to be replaced as we moved forward. . . ."

"We, or rather you, started out last year to build 80,000 landing craft. Many of our landing craft, as you know, are small. Small as they are, our fleet of landing craft today is approximately equal to the total tonnage of the United States merchant marine before the war, including our greatest ocean liners."

Praising the work that had been done to help U. S. forces win the battle of supplies, Admiral Nimitz said, "I salute American industry on its performance which has been no less than an inspiration to us in the Pacific."

lery ammunition increased almost 40% but output is still not up to military requirements.

Guns and fire-control-equipment production for the Army Service Forces decreased in volume this year on an overall basis more than 35%. Heavy artillery (over 105 mm.) output, how-

ever, increased 75% in 1944 compared to 1943.

### Aircraft Production

The total number of airplanes produced in 1944 reached 97,000 compared to 85,930 in 1943. In May of this year over 9,000 planes were produced—the all-time high. Production in terms of number of planes has been decreasing since May. Numbers of planes produced no longer tell the story. The emphasis on bombers and especially the Super Fortress has made airframe weight the true indicator of the progress of airplane production. In 1944 more than 970,000,000 pounds of airframe weight were accepted compared to 657,000,000 pounds in 1943. More than 623,000,000 pounds of the airframe weight delivered in 1944 was in bombers, and 219,000,000 pounds in fighters and naval reconnaissance planes.

The production of airplanes, engines, propellers, spare parts and airborne aircraft equipment in dollar value increased about 38% in 1944 compared to 1943. Overall monthly production reached a peak in March of this year at a value of \$1,750,000,000. This month marked the end of the monthly increases which had marked the aircraft production program since the beginning.

### Communication and Electronic

This category of munitions production is still an expanding program. Production this year was 27% greater than in 1943. However, production has not been up to schedule this year. The program has been beset by design changes which are bound to occur in such a new and experimental field. This is especially true of the radar equipment program. Production here increased 65% over 1943, but requirements called for a much larger increase.



**IDEAS speed production:** With this combined inflater and tester at NAS, Alameda, Calif., life rafts are tested in one-sixth former time. Idea came through Navy's Employees' Suggestion Program. WPB has 8,000,000 workers enrolled under production-ideas committee.

# Veterans Got Many New Benefits

## 1944 Saw Their Rights and Privileges Increased, Their Opportunities for Education and Employment Broadened

While American fighting men fought their toughest year of the war, and American industry produced record quantities of supplies for them to fight with (see p. 28), the Government in 1944 took new steps to look after their future.

Any serviceman who ever felt "there oughtta be a law" got his wish last year; one of Congress' main jobs was turning out legislation to increase the number of his rights, benefits and privileges, to facilitate his eventual return to civilian life, and to assure him greater opportunities for education and employment after he got out of the service.

Government agencies set to work to put this legislation into effect and to develop ways and means of broadening the employment prospects for veterans. A new top agency was set up to coordinate, direct and supervise all such agencies affecting the veteran. Army and Navy worked on procedures to aid discharged servicemen in the process of leaving the service and adjusting themselves quickly to civilian life.

It was a busy and eventful year on this sector of the home front. The U. S. veteran was having his first fitting for the future.

### The Big Three

To many now in Navy uniform,\* the year's three most important pieces of legislation may well be Public Laws 225, 346 and 359. From left to right, these are: the mustering-out pay act; the Servicemen's Readjustment Act of

\* Veterans' benefits mentioned in this article apply to all members of the U. S. armed forces, both men and women, discharged or separated from service under other than dishonorable conditions—Ed.

1944, better known as the "GI Bill of Rights," and the Veterans' Preference Act of 1944.

These added new items to the protection which members and veterans of the armed forces already have (such as dependency allowances, hospitalization and medical care, vocational rehabilitation and training, pensions in case of death or disability in service, Government life insurance, guarantee of premiums on commercial life insurance, emergency maternal care for wives of enlisted men and reemployment rights for returning veterans).

First important service legislation to get on the books in '44 put cash in the hand of the returning veterans, provided mustering-out payments to tide over those discharged or relieved from active service under honorable conditions.

Those with less than 60 days' active service receive \$100; with 60 days or more, \$200, and if this included service outside continental limits or in Alaska, \$300. The first \$100 is paid at time of discharge; any further payments are in monthly installments of \$100. Certain groups are excluded, such as those receiving base pay (not counting fogs) of more than \$200 a month at the time of their discharge.

### GI Package

On June 22 the Servicemen's Readjustment Act of 1944 became law, tying up in one complete package a wide range of veterans' benefits. Under this "GI Bill of Rights," eligible ex-servicemen were assured:

Education or training for one year, or a refresher or retraining course for the same period, with additional training depending on length of service

(maximum total: four years). The Government pays up to \$500 a year for tuition and other fees, books and equipment; plus \$50 a month subsistence, without dependents, or \$75 a month, with dependents.

Loans for the purchase or construction of homes, farms and farm equipment, and business property, with the Government guaranteeing 50% of the loan up to a maximum guarantee of \$2,000.

Employment aid, in the form of an effective job counseling and employment service for veterans to provide maximum job opportunities. Each branch of the United States Employment Service will have a special veterans' representative.

Unemployment allowances of \$20 a week, up to a maximum of 52 weeks, on a basis of four weeks' compensation for each month of military service (first 90 days' service counts double: 8 weeks' credit per month).

Additional hospital facilities for veterans, with \$500,000,000 appropriated to build them.

Review of contested discharges, on request of veterans, their next of kin or the Government. (Exception: discharges by sentence of general court-martial.)

The GI Bill also provided that in event of future payment of a bonus by Congress, benefits received under the bill would be deducted from the bonus; or, in the case of a guaranteed loan, the bonus would apply against the unpaid balance and interest.

### Uncle Sam: Employer

Five days after the GI Bill became law, another measure went on the books to assure servicemen greater employment opportunities in the Fed-



FIRST NAVY VETERAN to purchase a home under the "GI Bill of Rights" was Richard G. Starkey, former S2c, shown here with wife and 13-month-old



Photographs from Washington (D. C.) News daughter. Home (above) is in Maryland. Bank lent entire \$5,000, Veterans Administration guaranteeing \$2,000 under GI Bill. Monthly payment is \$30.30.

U.S.A.

A YEAR-END  
REPORT  
FROM HOME

eral Government and District of Columbia civil service.

Opening up a new field of employment for many servicemen and their dependents, the Veterans' Preference Act of 1944 brought together in one act many statutes, provisions and regulations already existing to provide special consideration and preference for men leaving the service under honorable conditions. Certain new preferences were also established.

Ex-servicemen and women (not disabled) get 5 points added to their ratings on civil-service examinations. Those with service-connected disabilities, or their wives if they are unable to qualify themselves, get 10 points, as do the unmarried widows of servicemen.

In rating applicants for Government positions, names of eligible veterans will be entered ahead of all others with the same rating. Those entitled to 10-point preference are placed at the top of the register, except in professional and scientific services with entrance salary of over \$3,000 a year.

Certain Federal jobs—guards, elevator operators, messengers and custodians—are restricted to those entitled to preference under this law, and during the war and for five years afterward the President may add other positions to this restricted list.

Where experience counts in qualifying for a Federal position, a veteran is given full credit for time spent in the service, if the position for which he is applying is similar to one he left to join the armed forces.

If reduction of Government personnel becomes necessary, preference works in reverse, too. Veteran-preference employees are preferred for retention over other employees.

Servicemen who previously worked for the Government, of course, have the usual reemployment rights if eligible—their old job back, or one "of like seniority, status and pay."

In this connection, the Civil Service Commission has extended the period during which Federal employees in the services may return to Government jobs. Returning veterans carried in a leave-without-pay or furlough status may be reemployed by Federal agencies without prior approval of the commission any time within one year of their honorable discharge.

## Changes of '44

Several changes in existing laws or regulations affecting veterans were made last year. Most important perhaps is that which extends the period during which you can apply for your old job. Originally 40 days, this was extended by Congress to 90 days, to give you a little more time to get settled and think over what you want to do before deciding.

Every man discharged from the armed forces also had to report to his Selective Service board in person or by letter within five days. This period has been lengthened to 10 days. (Ex-servicewomen are not required to report, but should do so if they want help in getting a job.)

In September the War Manpower Commission announced the lifting of all manpower controls for veterans of this war. This means: (1) veterans no longer need "statements of availability" in order to change jobs; (2) they can be hired by any employer without referral by the U.S. Employment Service; (3) veterans seeking employment through USES will be referred to any job of their choice, without regard to the essentiality or priority status of that job, and (4) veterans may be hired without regard to employment ceilings.

## The Job Picture

During the past year, new records in placing ex-servicemen were made by the veterans' employment division of the United States Employment Service. During October, the latest month for which figures are available, more than 83,000 veterans were placed in jobs. This brought total placements for the first 10 months of 1944 to 636,884, more than double 1943's pace. Total placements since Pearl Harbor total over 1,200,000. About 75% of last year's placements were for veterans of the current war (as compared with approximately 50% in 1943, 15% in 1942).

USES has about 1,500 full-time local employment offices and some 2,000 part-time offices throughout the country, and has expanded its placement and job information services. USES offices use special-aids publications designed to help in the training, placement and adaptation of skills of discharged Army and Navy veterans in civilian jobs.

Through a program of job analysis known as "selective placement," thousands of jobs formerly regarded as unsuitable for physically handicapped men are now available to them. More than 2,000 employers in four leading states are analyzing close to two mil-

## JOB FOR VETERANS

VETERANS OF THIS WAR PLACED  
IN JOBS EACH MONTH BY THE  
U.S. EMPLOYMENT SERVICE

JAN.	34,070
FEB.	35,581
MAR.	39,083
APR.	40,064
MAY	41,129
JUNE	41,659
JULY	50,210
AUG.	62,487
SEPT.	60,064
OCT.	63,233

lion jobs, and the approach is to see what the veteran *can* do rather than the old negative approach of finding out what he *can't* do. Employers throughout the country are cooperating with this selective-placement program.

Ex-servicemen are also getting Federal jobs, with more than a quarter of a million placed in Government during the past 22 months. Placements are currently running about 11,000 a month, with War and Navy Departments between them taking about four out of five. The Civil Service Commission estimates that for the first five years after the war, approximately 870,000 vacancies must be filled.

The number of servicemen who want to go back to their old jobs has been estimated variously at from 25 to 60%. According to the War Manpower Commission, the lower figure, while statistically correct, is somewhat misleading. Many returning fighters were too young to work when they entered the service, and many others were either unemployed or had temporary jobs. A closer guess, WMC estimates, would be that 50 to 60% of the men actually employed before the war are planning to return to their old jobs.

Readjustment of veterans during our reconversion from wartime to peacetime production will be facilitated by the 10 years of research done by the Division of Occupational Analysis, now part of WMC. Studies of more than 10,000 jobs are used in helping to place military and naval personnel.

## Education and Training

Between 800,000 and 1,000,000 veterans of this war may study eventually at educational institutions of their own choice under the "GI Bill of Rights" (see above), according to OWI. By 31 October, Veterans Administration reported, 5,772 ex-servicemen and women were already studying in educational institutions under this bill, and a total of 24,021 applications had been received, of which 17,723 so far had been determined eligible.

To meet a likely trend on the part of veterans toward education along lines of training obtained in the service, the U.S. Office of Education expects that many states will provide new types of schools, or introduce new courses in existing schools.

## YOUR RIGHTS AND BENEFITS

A HANDY GUIDE FOR  
VETERANS OF THE  
ARMED FORCES AND  
THEIR DEPENDENTS

★

A United States Government  
Publication

VETERAN'S rights and benefits are outlined in this 20-page booklet given naval personnel during discharge procedure.

New York State, for example, has appropriated approximately \$65,000,000 for technical education in 11 technical institutions in upstate areas and 11 in metropolitan New York City, to provide education in aviation, graphic and industrial arts, automotive science, food occupations, aeronautics, machines and metal trades.

Some 9,334 veterans so far have gone in for war-production training, according to WMC, more than 7,000 of these during the first eight months of 1944. The largest enrollments were in public vocational schools.

Approximately 600 veterans have taken advantage of the apprentice-training program, WMC announced, but increasing numbers are being enrolled and it was expected that as many as 200,000 veterans might eventually apply. There are more than 100 skilled occupations in manufacturing and construction industries for which men are trained through apprenticeship, and programs have been established in more than 30,000 manufacturing plants, construction and miscellaneous industries. Heavy enrollment is expected in building and automotive trades training after the war.

The "GI Bill of Rights" authorizes the Veterans Administration to supplement the veteran's apprentice wage with a subsistence allowance of \$50 to \$75 a month, depending on whether or not he has dependents. (The combined earnings may not exceed regular wage rates in the trade, however.)

## Loans

Veterans Administration has opened four new offices around the country—in New York, Washington, Chicago and San Francisco—to process home loans for veterans under the GI Bill. These offices have no direct contact with veterans but deal with banks and other prospective lenders seeking guaranty of the proposed loans. Each office serves its own large section of the country, and other offices are planned to follow.

The first Navy dischargée to obtain a home loan under the GI Bill provisions is Richard G. Starkey, former S2c. He has settled in Maryland and has got his old job back.

## Other Aids

Some 11,000 practical farmers in two-thirds of the nation's counties, co-operating with the U.S. Department of Agricultural Extension Service, are checking land values and other agricultural facts in preparation for service as personal advisers to returning veterans interested in farming. Organization of veterans' agricultural advisory committees had been completed in 2,162 out of the nation's 3,070 counties by the end of October, and was in progress in most of the others.

Veterans who want help in establishing or re-establishing their own small business get special consideration in the granting of priorities assistance, allocations, appeals and applications for special authorizations, WPB announced.

## Government Set-Up

The job of coordinating, directing and supervising the activities of Government and other agencies dealing with veterans' readjustment is a function of the new Retraining and Reem-

ployment Administration, established by Executive Order of the President on 24 Feb. 1944, and headed by Brig. Gen. Frank T. Hines, also Administrator of Veterans Affairs.

One of the main tasks has been the coordinating of information services for veterans. Both Army and Navy furnish all those leaving the service with specific information on their rights and benefits. All field offices of the three Federal agencies principally concerned—the U.S. Employment Service, the Selective Service System and the Veterans Administration—likewise are required to provide full information as to their own programs.

On 22 August the R&RA released some two and a half million copies of the booklet, "Your Rights and Benefits—a Handy Guide for Veterans of the Armed Forces and Their Dependents" (INFORMATION BULLETIN, August 1944, p. 3). This is handed out to all dischargées at Navy discharge centers. Those already discharged may obtain copies from Selective Service, USES or Veterans Administration offices, or at community information centers.

Concerning the latter, R&RA has taken steps to centralize veterans' information as far as possible in each community. A Veterans' Service Committee has been set up in each state, composed of one representative each from USES, Selective Service and Veterans' Administration, plus any other representatives they feel can lend advice and assistance. These statewide committees form local committees to establish Veterans' Information Service Centers in their communities wherever needed and possible. General idea is to get as much information and aid as possible into one central place so that the returning veteran does not go on a merry-go-round when he wants aid or advice.

## Navy Set-Up

The Navy's first experimental separation center is now in operation, the United States Navy Redistribution

Center, at Lido Beach, Long Island, N. Y. Here the Navy is streamlining and perfecting its discharge procedure so that it will be efficient and speedy.

Civil readjustment officers are already attached to all commands and districts where discharge occurs, and exit interviews are given each man, at which he is told what his rights and benefits are, has any necessary arrangements made for vocational or educational guidance, and is directed to the civilian sources that aid in his readjustment from there on.

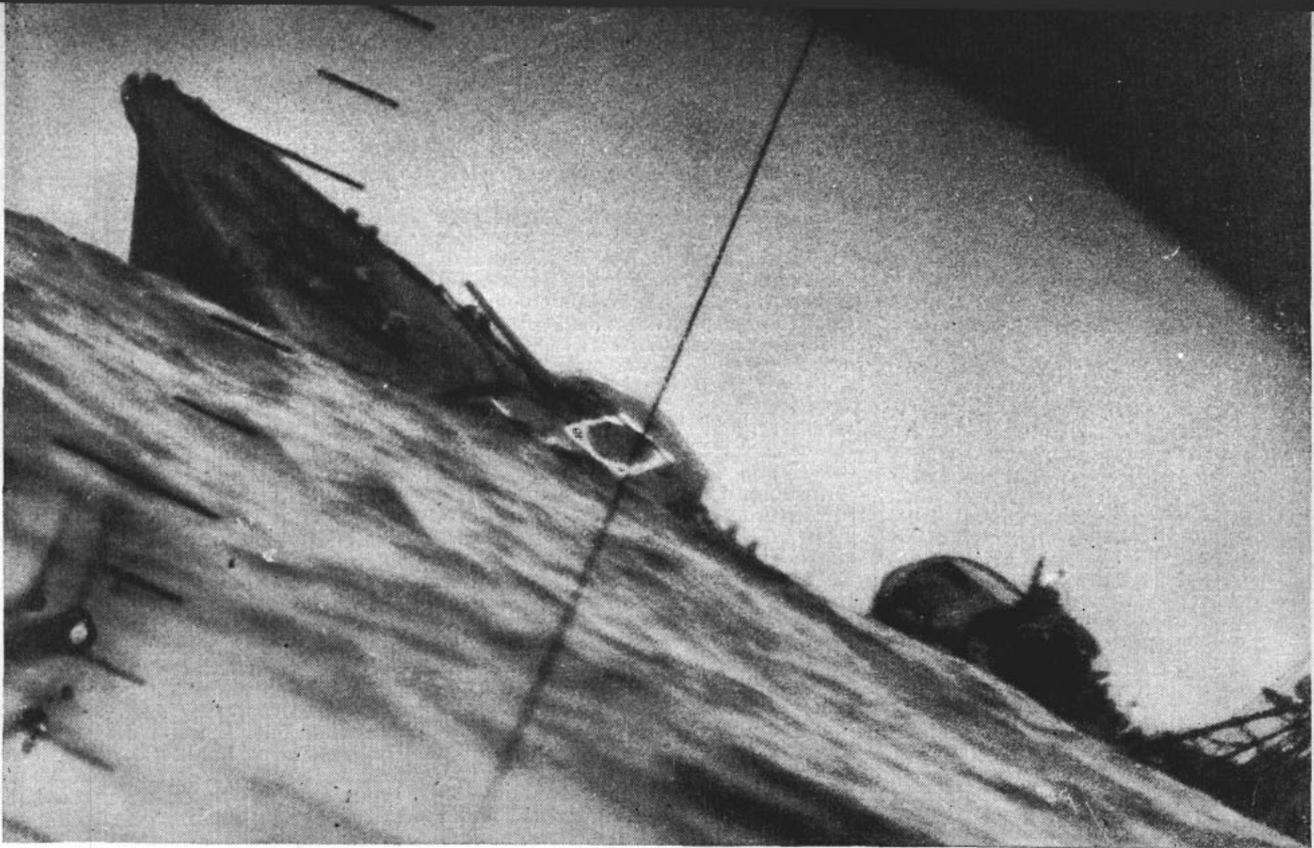
The Navy has drawn up rating sheets explaining the type of skill learned in each Navy rating, and its application and value in terms of civilian occupations. There are 471 such descriptions, and each one will cover not only the rating itself, but any specialized phase of it which the man may have. If he is a striker for a higher rating, a description of his work in that field will also be included. Each man will receive this on his discharge from the Navy.

BuPers during the past year set up a Demobilization Division to take over the job of planning for Navy men from the time their Navy job is finished until they are on their way back to civilian life. The Civil Readjustment Program does not in any way delay discharge, but is carried on at the same time as the man's service records, physical records, etc., are being processed.

*References:* For more complete accounts of laws, provisions and other developments affecting veterans, see following INFORMATION BULLETIN references, (given as month: year: page)—Mustering-out pay (outlined, 3:44:70; summarized, 12:44:31); "GI Bill of Rights" (outlined, 7:44:24; educational provisions, 9:44:64); Veterans Preference Act (9:44:31); Civil Readjustment Program (8:44:2); Demobilization Division (12:44:44); Army and Navy demobilization (10:44:63-64).



*AIR VIEW shows where Navy is now testing and streamlining its demobilization procedures. Known as U. S. Navy Redistribution Center, it is located at Naval Training Center, Lido Beach, Long Island, N.Y.*



Official U. S. Navy photograph

**ABOVE:** *Jap destroyer, marked with Rising Sun insignia on turret, goes down after being hit by two torpedoes launched by U. S. submarine from which picture was taken.*

### Submarine Stories:

## Periscope Photographs Speak For the Navy's 'Silent Service'

"Up periscope," the captain orders.

Electric motors are cut in. There follows a muffled whine, a whirl of cable pulleys. The periscope comes sliding silently out of its well. Up and up it goes.

Without a wasted motion, the captain bends down and grasps the hand-grips the instant that they clear the top of the well. In the same rhythm of movement he applies his eye to the cushioned sight and straightens up as the 'scope reaches its full height.

Hence, his observation begins the moment the tip of the 'scope breaks the surface of the ocean. There has not been lost, it seems, the tiniest fragment of time.

Short, too, is the interval of the captain's observation. Seconds only!

The next moment he is saying: "Down periscope," and the periscope sheathes itself again like a huge, shiny piston in an immense cylinder.

But what the captain saw in those scant instants is not lost forever, nor is the drama etched alone in his brain, where it might be subject to the fickle trickery of memory. Periscope photography, one of the newest of the Navy's many arts, attends to those details. There has been recorded on sensitive

film exactly what the captain saw.

Perhaps the finished photographs will be muddy or light-struck. Perhaps the photo-interpreters will mutter under their breaths when they begin to examine them to read the message they tell. True enough, they will not compare favorably with the finely detailed photographs of the airmen; but they are photographs, nevertheless, photographs which are immeasurably better than none at all.

Periscope photography is split-second work. The cameraman's old wheeze, "Hold it just a moment, please, while I make another shot" won't work during a submarine attack.

But the fact that submariners are bringing back so many photographs of their combat action proves that they are cool under strain and that they have developed a photographic know-how almost without equal. Daily the skill improves.

Battleships and cruisers engage their targets at great distances. Attacking planes are often almost out of sight in the sky. But all submarine action is correctly termed "in-fighting," and the photographic possibilities, therefore, are good.

Only a few periscope photographs

have been released; but many are in existence, nevertheless—torpedo explosions—ships beached—ships burning—ships breaking up or plunging down—lifeboats—sampans—debris—struggling men—pillars of flame, columns of smoke—action!

Periscope photography produces few photographs of salon quality, for the obstacles are still many; but it produces thousands with heart-quickenning drama.

In that quality, not many photographs made thus far in the war can equal the periscope photograph of a sinking Jap warship (above). That photograph is symbolic of the role our submarines have been playing in the Pacific; the Jap flag, painted atop the forward gun turret of the warship, has just reached the water's edge and is sinking.

This photograph—and others which may not be released until after the final victory—will undoubtedly go into the record as among the best of the war.

Meanwhile, the submarines continue their engagements. Admiral Nimitz, himself a submariner, recently said:

"Wherever we have a lull in other operations, the submarines keep on going."

# Legislative Matters of Naval Interest

Legislation creating the new ranks of Fleet Admiral, in the Navy, and General of the Army, in the Army, as the highest active grades in the respective services became law (Public Law 484, 78th Congress) when President Roosevelt signed it on 14 Dec. 1944. At the same time the President nominated three admirals and four generals to the new ranks, and these nominations were speedily confirmed by the Senate.

They are:

**Fleet Admirals:** William D. Leahy, USN (Ret), Chief of Staff to the Commander-in-Chief, U. S. Army and Navy; Ernest J. King, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, and Chester W. Nimitz, Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

**Generals of the Army:** George C. Marshall, Chief of Staff; Douglas MacArthur, Supreme Commander, Southwest Pacific Area; Dwight D. Eisenhower, Commanding General, Allied Forces, European Theater of Operations, and Henry H. Arnold, Commanding General, U. S. Army Air Forces.

The new law limits appointments to the new rank to four each for the Army and Navy. Appointees to the new ranks receive the same base pay (\$8,000 a year) and allowances as rear admirals of the upper half, plus a personal money allowance of \$5,000.

The law further provides that appointments to the new ranks "shall be effective only until six months after the termination of the wars in which the United States is now engaged as proclaimed by the President, or such earlier date as the Congress, by concurrent resolution, may fix."

The Senate passed and sent to the White House for President Roosevelt's action a House bill (H.R. 1023) to establish a Chief of Chaplains of the Navy and provide that, until the end of the present wars, the Chief of Chaplains shall have the temporary rank of rear admiral with the pay and allowances of a rear admiral of the lower half while serving in such grade. The present head of Navy chaplains holds the title of Director, Chaplains Division, BuPers, with the rank of captain.

Officers listed in the INFORMATION BULLETIN of November 1944, p. 28, and December 1944, p. 69, as recess appointees to flag rank pending Senate confirmation, have since been confirmed. The following additional executive nominations for temporary service also have been confirmed by the Senate (except those appointed by presidential designation, for which no Senate confirmation is required):

**• In the Navy:**

To be fleet admirals:  
William D. Leahy, USN (Ret).  
Ernest J. King, USN.  
Chester W. Nimitz, USN.  
To be vice admiral:  
Samuel M. Robinson, USN.  
William A. Lee Jr., USN.  
Theodore S. Wilkinson, USN.  
William L. Calhoun, USN, this appoint-

ment replacing a presidential designation to the same rank.

To be placed on the retired list with rank of vice admiral:

Rear Admiral Wilson Brown, USN, as of retirement on 1 Dec. 1944.

To be vice admiral, by presidential designation:

Jesse B. Oldendorf, USN, while serving as Commander Battleship Squadron One.

Sherwoode A. Taffinder, USN, while serving as ComServForLant.

George D. Murray, USN, while serving as ComAirPac.

Daniel E. Barbey, USN, while serving as ComPhibFor 7th Fleet.

To be rear admiral:

Ralph S. Riggs, USN.  
Jerauld Wright, USN.

Ralph E. Jennings, USN.  
Albert G. Noble, USN.

James Fife Jr., USN.  
Charles W. Styer, USN.

William J. C. Agnew, (MC) USN, while serving as assistant chief, BuMed.

Ellery W. Stone, USNR, while serving as Chief Commissioner of the Allied Mediterranean Commission. Rear Admiral Stone was listed in the November INFORMATION BULLETIN as a recess appointee to commodore; since then, his appointment as a rear admiral has been made and confirmed.

To be commodore:

Frederick W. McMahon, USN, while serving as chief of staff and aide to Commander Air Force, U. S. Pacific Fleet.

Howard B. Meclary, USN (Ret), while serving as commanding officer, NAB, Espiritu Santo.

Leroy W. Busbey Jr., USN, while serving as commander of American Naval Forces, Aruba, Netherlands West Indies, and commander of Combined Local Defense Forces, Aruba.

Bernard L. Austin, USN, while serving as assistant chief of staff to CincPac.

Howard H. J. Benson, USN, while serving as chief of staff and aide to Commander Gulf Sea Frontier.

Leon S. Fiske, USN, while serving as Commander Service Squadron 12.

Giles C. Stedman, USNR, while serving as Superintendent, U. S. Merchant Marine Academy, Kings Point, N. Y.

Oscar Smith, USN, while serving as deputy chief of staff to CincLant. This ap-

pointment replaces another spot appointment for service as commander of a special task force.

Lester T. Hundt, USN, while serving as Commander, Naval Air Training Bases, Pensacola, Fla., and until reporting for other permanent duty.

Charles J. Parrish, USN, while serving as chief of staff and aide to Commander, Hawaiian Sea Frontier.

Fred D. Kirtland, USN, while serving in the Pacific Ocean Areas and until reporting for other permanent duty.

Marion C. Robertson, USN, while serving under Commander, U. S. Naval Forces in Europe, and until reporting for other permanent duty.

**• In the Coast Guard:**

To be rear admiral, for billets designated and in any other assignments for which the rank of rear admiral is authorized:

Lyndon Spencer, USCG, while serving as Assistant Chief Operations Officer.

Robert Donohue, USCG, while serving as Chief Air-Sea Rescue Officer, replacing prior spot appointment to same rank while serving as Chief Personnel Officer.

Joseph F. Farley, USCG, while serving as Chief Personnel Officer, replacing prior spot appointment to same rank while serving as Assistant Chief Operations Officer.

To be commodore, for billets designated and in any other assignments for which the rank of commodore is authorized:

Frederick P. Dillon, USCG, while serving as Chief of Aids-to-Navigation Division.

LeRoy Reinburg, USCG, while serving as commandant of the Coast Guard Yard, Curtis Bay, Md.

Norman B. Hall, USCG, while serving as vice chairman of the Merchant Marine Council.

Raymond T. McElligott, USCG, while serving as Assistant Chief Personnel Officer.

William J. Keester, USCG, while serving as Inspector in Chief.

Halret C. Shephard, USCG, while serving as chief of the Merchant Marine Inspection Division.

**• In the Marine Corps:**

To be brigadier generals:

John T. Walker, USMC.  
Merwin H. Silverthorn, USMC.  
Maurice C. Gregory, USMC.

## WHAT'S YOUR NAVAL I.Q.?

1. Before 1915 the Coast Guard was known as the ..... Services.
2. What does "JATO" mean?
3. "Caliber" in ordnance means: (a) length of barrel, in multiples of bore of gun, (b) depth of rifling volleys or (c) diameter of projectile?
4. When a ship is commissioned, who begins the log book by entering and signing the remarks describing that part of the ceremony which takes place previous to the setting of the watch: (a) the CO, (b) the exec or (c) the navigating officer?
5. Under the Rules of the Road, when a vessel is referred to as "not under command," (a) the commanding officer is not aboard, (b) the vessel has been disabled and is not under control or (c) the commanding officer is incapacitated?



6. Above are pictured two naval officers' cap devices. At which would you shoot?
7. Identify the following ship symbols: (a) YOS, (b) AGS, (c) ARV.

8. The United States had — air-craft carriers in operation on 7 Dec. 1941.
9. These names for parts of a body are also nautical terms: (a) brow, (b) eyebrow, (c) heel, (d) eyes. What do they mean as applied to ships?
10. Leyte is more than twice as large as Rhode Island. True or false?
11. Would it be a shorter trip for a B-29 to raid Tokyo from Saipan or from Kiska?
12. Which of these ports in Europe had been freed by the Allies by 15 Dec. 1944: Dieppe, Marseille, Brest, Cherbourg, St. Nazaire?
13. In what sequence did our amphibious assaults take place against the following Pacific Islands: Morotai, Leyte, Kwajalein, Tarawa, Angaur, Tinian?
14. A baldheaded schooner is: (a) a schooner with rigging removed, (b) a shipshape schooner, (c) a schooner without topsails or (d) a schooner flying no national ensign?
15. Commanding officers of U. S. Navy vessels may perform marriage ceremonies aboard their ships. True or false?

(Answers on Page 56)

# Closeup of a Small Boat and Her Skipper

The following is an excerpt from a letter written by a naval officer at sea to a fellow officer.

Yesterday I experienced a rugged ride of several miles through rather violent waters as a passenger aboard one of the small landing craft, an LCVP. One is assigned to us when we are on pilot duty and it became necessary for me to board her on a mission. Before we had progressed two boat lengths I was saturated as the water climbed over the ramp and passed over us in what seemed to be a constant stream.

There are three young fellows attached to the boat, a coxswain and two seamen, and they constitute one of the hardest-working, most interesting trios I've run into. Their day starts before dawn when they head from the beach and out on the ocean, regardless of weather, and they don't return until nightfall. Throughout the daylight hours they can be seen in the distance, soaring to the crest of one sea and then slipping into the trough, a routine which in time not only becomes quite monotonous but also deals one a physical beating. This has been going on for weeks, yet they never complain and have retained their dispositions through it all. At times it seems impossible that they can keep from capsizing, but they do an unbelievable job of handling that little, awkward-maneuvering boat.

She is a heavy affair and easily could punch a hole in us when she comes alongside, but we hardly need the use of bumpers when they approach us, so well do they know her capabilities. The three of them live in her bottom, having cots put up under a flapping covering of canvas. We give them a blink on the light, calling them over for chow and then they return to their bouncing, careening boat again.

Her coxswain is a little farm boy from Georgia, known to everyone as Howard. Each landing he regards as the most important of his career—I guess that's why he never makes a mistake. He rarely talks except to answer the questions of his two shipmates, or, when he turns the wheel

over to them, to caution them about using too much speed. His boat is in better shape than all the others, but that's because he rarely uses more than 1,500 of her 2,500 possible RPMs.

A week ago one of the boys told me Howard's eyes were bothering him, so I brought him on board and sent him to my pharmacist's mate. He had a severe case of strain and complications from sun and spray but hesitated to take time off for medical care. We persuaded him to stay ashore for a day.

During my ride with him yesterday he became conversant for the first time, and now I respect him more than ever. He had never been on the water before he was sent to amphibious training, but he digested everything he was told and shown. He knows just what to do when coming



*"The three of them lived in her bottom . . ."*

through the breakers and his boat starts to broach. He knows when to use his power to get out of a tight spot, and he never makes a turn except at the right moment. He told me how he had come across last summer on a transport and how he got seasick on the big ship even though he was becoming used to the crazy meanderings of his LCVP. He was in the first wave which went ashore at Makin, and admits it was a bit on the tough side. He didn't get hit, but he saw others who did and he showed why he thought they had been so unfortunate. They assumed comfortable positions rather than safe ones as they piloted their boats to the beach.

Howard prefers to follow instructions and do it the safe way. Even on this routine duty, we can see him at a distance, hunched well down below the coaming, cramped over his wheel, unwilling to break the habit of taking advantage of his protection.

He showed me spots where rifle and machine-gun fire had pocked his boat and then added that one shot grazed

his helmet and dug into the decking behind him.

He was supposed to go back home after that operation but instead he went on maneuvers, and the next thing he knew he was coming in here. Again, he understood he would head for the States in a couple of weeks, but he's still around.

This has been going on for more than eight months, a long while for anyone, even a youngster such as he who doesn't seem too perturbed at being unable to get home. I finally remarked, "You must be getting a lot of mail from the States, judging by the way you manage to keep your spirits up and get along without beefing."

When he answered I realized more than ever what an exceptional little guy he really is.

"I haven't received any mail since I left San Francisco," he said. "The way I've moved around I guess they just haven't been able to find me. It must be swell to get a letter from home."

Later his shipmates told me that Howard is the only one in the group who has received no mail, but he just goes on hoping the next delivery will have him on mail call. It is one of those unfortunate things which happen during a war.

As we rolled and dipped I asked Howard if he ever got seasick on the small boat, and he explained that it was a funny thing, but it was only the big ships that bothered him. However, he added that, if the sea is even slightly rough, many of the marines he takes to the beach have to go for the rail. One of the other boys confessed that he had been overtaken by seasickness several times during their present duty. They returned me to my ship a short while later and said they would be back this morning.

When we came on station today we thought we saw the LCVP a mile away, but when we got there it was not in sight. After a while I became worried, especially when a lookout spotted a floating oil can, so I started up a search plan, thinking the unbelievable possibility of capsizing might have caught up with Howard. We had no luck and were about to give up when we finally saw the boat, wallowing toward us in the distance.

I blinked them alongside and noticed one of the other boys was doing the steering. We asked where they had been, and he said:

"We got out here early, but had to go back in to the beach. Howard got seasick."

# 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 number of these titles will be available later in the Armed Services Editions. A unit is always free to request from the Bureau individual titles of particular interest.

## It's a Laugh

**ANYTHING CAN HAPPEN** by George and Helen Papashvily. And almost everything did happen to this immigrant Russian finding a home in strange America. Hilarious.

**THE JOKE TELLER'S JOKE BOOK** edited by Frederick Meier. Fresh fare for the joke teller, whether his status is amateur or professional.

**MAN IN THE SHOWER** by Peter Arno. The artist satirizes the Stork Club set in a series of cartoons ranging from the not-so-subtle sophisticates to the exuberantly vulgar.

**MOTHER WORE TIGHTS** by Miriam Young. Backstage in the gaslit atmosphere of Floradora vaudeville.

**RIDIN' THE RAINBOW** by Rosemary Taylor. Mother's boarding house keeps the family going while Father, of "Chicken Every Sunday" fame, dabbles in a coffee business, a laundry, a real estate office and Tucson politics. Lighthearted and amusing.

**S. R. O.** compiled by Bennett Cerf and Van H. Cartmell. America's all-time theater hit parade. These 14 plays proved their worth where it counted most—the box office.

## It's a Fact

**AMERICAN CHARACTER** by D. W. Brogan. Shrewd and generous observations on the American scene by an Irish historian whose wit and wisdom contribute much to an understanding of ourselves.

**BATTLE REPORT** by Comdr. Walter Karig, USNR, and Lt. Welbourn Kelley, USNR: "Pearl Harbor to Coral Sea; the U. S. Navy's operations in the Pacific from official sources."

**BRAVE MEN** by Ernie Pyle. From naval vessels, from the beaches and from the front itself Pyle has collected his material on the invasion of France. This conveys an extraordinary sense of the human elements of the battle as well as the scope of the operation.

**THE DREAM OF PHILIP II** by Edgar Maass. Sixteenth century Spain has shaken off the dust of centuries to live again in the person of Philip II and his associates.

**ENOUGH AND TO SPARE** by Kirtley F. Mather. Based on the thesis that mankind will go the tragic way of the dinosaur unless he heeds nature's warnings that life's rewards do not go to the "red in tooth and claw"; that cooperation, not competition, has been the course of those who survived. A book to argue over.

**EUROPE: AN ATLAS OF HUMAN GEOGRAPHY** by Marthe Rajchman. Angled toward the problems of peace in the fields of race, industry and agriculture. All seen in geographic terms.

**GREAT LAKES** by Harlan Hatcher. Romance and adventure of the Great Lakes and of the people on their shores as the whole region opened up to commerce, to canal and boat building, to the lumber industry, and finally to the exploitation of the rich ore resources.

**JOSEPH LISTER** by Rhoda Truax. Antisepsis, keystone of modern surgery, and its discovery by a practical dreamer who dared to experiment and fight for what he found.

**LEE'S LIEUTENANTS, VOL. III**, by Douglas Southall Freeman. Concluding volume of a great historian's account for four splendid, tragic years in America's past.

**MY LIFE TO THE DESTROYERS** by Capt. L. A. Abercrombie and Fletcher Pratt. Straight, authentic reporting in Navy lingo on the action of the destroyer *Drayton* from Pearl Harbor to Munda.

**OUR SETTLEMENT WITH GERMANY** by H. N. Brailsford. Guide to clear thinking about

the perplexing problem of converting an outlaw country into a desirable member of the family of nations.

**THE ROAD TO SERFDOM** by Friedrich A. Hayek. Closely reasoned argument for the thesis that fascism is not reaction from socialism and planned economy, but a direct result of it.

**SECRET STATE** by Jan Karski. Absorbing story of the Poles under German occupation, of the concentration camp and murder mill, the black market and starvation, and of the extraordinary courage and imagination that enabled the underground to wage unrelenting warfare against the oppressor.

**SO SORRY, NO PEACE** by Royal Arch Gunnison. Stirring indictment of the Japanese, based on a sound knowledge of Far Eastern affairs and 22 months spent in a Japanese prison camp.

**TOMORROW'S BUSINESS** by Beardsley Ruml. Author of the "pay-as-you-go" income tax plan discusses the relations of the producer, the laborer and the consumer in the coming peacetime world of business.

**TRANSPORT AIRCRAFT OF THE WORLD** by Lester Ott. Photographs of cargo and passenger planes of the present, with brief text, and a forecast of the role of air traffic in the transportation world of the future.

**WHERE AWAY** by George Sessions Perry and Isabel Leighton. USS *Marblehead's* part in the Battle of the Java Sea and the heroic efforts that saved her from complete loss at the hands of the Japanese.

## It's Action

**CRY MURDER** by Edith Howie. No one mourned for Nola when death invaded the Little Theatre Group, but each one in the cast sought to avert the pointing finger of suspicion.

**DINGO: THE STORY OF AN OUTLAW** by Henry G. Lamond. Dingo, Australian wild dog, was an outlaw among animals and men as he built for himself the reputation of the master killer, hated and feared by cattle and sheep men alike.

**TOO MUCH POISON** by Anne Rowe. The death of lovely Joyce Prentiss from

cobra venom poisoning, in the heart of New York City, is the first piece in an exciting puzzle of crime and intrigue.

**YEA! Wildcats!** by John R. Tunis. A basketball story in which the opposing teams pit their strength against each other while the coach stages his fight against the politics and influence that threaten his team.

## It Might Have Been

**THE BOLINVAR**s by Marguerite Bayliss. Mystery, romance, adventure, horses, hounds and sportsmanship on both sides of the Atlantic. Two cousins come through adventure to perfect amity; a romance is patched up, and the tale ends with a four-state hunt for the devil fox, finally run to ground on the Bolinvar's own Sourland Mountain.

**ELEGANT JOURNEY** by John Selby. Good action story of southern landowners who, anticipating the industrial age, free their slaves and move from Maryland to Wisconsin to establish a new domain.

**FOREVER AMBER** by Kathleen Winsor. Colorful and dramatic tale of Amber, an unscrupulous woman of Restoration England, who uses her extraordinary beauty to climb to success as the king's mistress.

**GLITTERING HILL** by Clyde F. Murphy. Rip-roaring frontier days in Butte, Mont., when politicians were rife and an Irish miner could win the hand of beauty and fashion.

**GOLDEN BOWL** by Feike Feikema. Dust-swept South Dakota is the scene of this sensitive and moving portrayal of farm people who cling to the soil in the face of almost impossible odds.

**SEA DUTY AND OTHER STORIES OF NAVAL ACTION** by Jacland Marmur. Memorable collection of sea stories, mostly about the war in the Pacific. If you like Conrad and Forester, you'll like these.

**WIND ON THE MOON** by Eric Linklater. Perfectly reasonable once you accept the basic madness that anything can happen when there is an ill wind upon the moon. A fantastic tale in which two English children become involved in a series of Alice in Wonderland adventures.

**THE WINDS OF FEAR** by Hodding Carter. Understanding but restrained novel of fear and its manifestations in the lives of both whites and Negroes in a small town near the Mason-Dixon line, as seen through the problems of a returning soldier.

# NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 32 new titles published each month in the Armed Services Editions are distributed to all ships in commission and to shore-based activities outside the U. S.

These books are special editions 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:

- N-1—Twain, THE MYSTERIOUS STRANGER
- N-2—Perelman, THE DREAM DEPARTMENT
- N-3—Benet, AMERICA
- N-4—Barton, THE MAN NOBODY KNOWS
- N-5—Stephens, THE CROCK OF GOLD
- N-6—Sandburg, SELECTED POEMS
- N-7—Thurber, LET YOUR MIND ALONE
- N-8—Abbot & Smith, WE POINTED THEM NORTH
- N-9—Haycox, RIM OF THE DESERT
- N-10—LeMay, USELESS COWBOY
- N-11—Hughes, THE FALLEN SPARROW
- N-12—Hough, SNOW ABOVE TOWN
- N-13—Stevenson, KIDNAPPED
- N-14—Maugham, THE SUMMING UP
- N-15—Brand, THE IRON TRAIL
- N-16—Sringo, RIATA AND SPURS
- N-17—Busch, DUEL IN THE SUN
- N-18—Pratt, THUNDER MOUNTAIN
- N-19—Rieseberg, I DIVE FOR TREASURE
- N-20—Iams, PROPHET BY EXPERIENCE
- N-21—Bytne, HANGMAN'S HOUSE
- N-22—Davis, "THE GREAT AMERICAN NOVEL"

- N-23—Robertson, FIREBELL IN THE NIGHT
- N-24—Standish, BONIN
- N-25—Newman & Kasner, MATHEMATICS AND THE IMAGINATION
- N-26—Linklater, MAGNUS MERRIMAN
- N-27—White, LOOK AWAY, LOOK AWAY
- N-28—London, MARTIN EDEN
- N-29—Cloete, THE TURNING WHEELS
- N-30—Sublette & Kroll, PERILOUS JOURNEY
- N-31—Dickens, DAVID COPPERFIELD
- N-32—Stegner, THE BIG ROCK CANDY MOUNTAIN

## WHAT'S IN A NAME?

**ANCHOR WATCH:** This term originated in the days when ships were equipped with anchor cables of hempen rope and riding lights that burned oil. Special care was taken, when riding at anchor, to see that these cables did not part, that the lamps were not extinguished and that the ship did not drag her anchor. The watch responsible for this duty was designated the "anchor watch." The term, still retained, now refers to a detail on deck at night to safeguard a vessel when at anchor.



# LETTERS TO THE EDITOR

This column is open to official communications within the Naval Service on matters of general interest. However, it is not intended to conduct the forwarding of Navy Regulations regarding the policy of official for the local commands in all possible instances. Communications which relate these provisions do not send postage or official channels; no private reply will be made.

## DISCHARGE FROM NAVY

SIR: Is there any possibility of an enlisted man being released from the Navy in order to work his father's farm, providing his father has become disabled by old age since the date of the son's enlistment?—A.E.M., BMIC, USNR.

• Questions relative to the possibility of discharge of enlisted personnel cannot be answered generally. Due to existing conditions and the urgent need for personnel in the Navy, discharges are not authorized except in cases of extreme urgency. The paramount consideration is the needs of the service. However, each case is decided individually on its own merits and information is available to all members of the naval service at their stations of duty as to the proper procedure to follow in applying for discharge.—Ed.

SIR: A few months ago there were notices referring to servicemen transferring to the Army paratroopers. Does this include naval personnel?—R.E.P., SM3c.

• There is no provision of law whereby personnel of the Navy may be transferred to the Army. Discharges from the Navy are not being authorized for the purpose of ENLISTMENT in the Army except in cases of appointments to the Military Academy.—Ed.

SIR: Is it possible for one of my rate to transfer to the Marine Corps with or without the retention of my present pay grade?—G.J.M., ARM3c, USNR.

• No. Although men of certain ranks and ratings are assigned to the Marine Corps, there is no provision by law whereby transfer from the regular Navy or Naval Reserve to other branches of the armed forces may be effected. It is, however, a BuPers policy to grant discharges to enlisted personnel for the purpose of ACCEPTING COMMISSIONS in other branches of the armed forces.—Ed.

SIR: Is it possible to get a discharge from the Navy to become a midshipman in the merchant marine?—S.S.T., RM3c, USNR.

• No. Personnel on active duty are not discharged or released from the Navy for the purpose of appointment as Midshipmen in the Merchant Marine.—Ed.

## COMPLEMENT OF SHIP

SIR: Here is a problem for you: A vessel has a complement of one PtrV1c, one PtrV2c and one PtrV3c. It has on board the following: one PtrV1c and one PtrV3c—plus one Ptr2c and three Ptr3c. Which of these men are in excess of complement? Would it be possible to rate a PtrV2c or another PtrV3c and still remain within complement?—T.F.M., Y1c, USNR.

• Under provisions contained in paragraph 5 of BuPers Circ. Ltr. 297-44 (NDB, 30 Sept. 1944, 44-1145) each rating group must be considered as a separate rating group in determining vacancies in complement. Hence, painter (V) and painter are two separate rating groups. Consequently, the four rated painters (one Ptr2c and three Ptr3c), for which the ship has no complement, would be in excess. As a vacancy exists for one PtrV2c, a PtrV3c could be advanced to PtrV2c—or, one Ptr3c could be advanced to PtrV2c to fill the complement in accordance with enclosure (F) of BuPers Circ. Ltr. 297-44.—Ed.

SIR: This command has a complement for one Y1c but none for CY. If the Y1c were advanced to CY, would the advancement be in excess of complement?—E.R.H.

• Yes.—Ed.

## MAQ PAYMENTS DUE

SIR: I was at an advanced base in the New Hebrides between April 1942 and March 1944. I understood that an order was issued which said that men drawing money allowances and quarters were to be paid \$2.00 per day from August 1942 to December 1943, and \$1.50 from December 1943 until their return to the States.

All we ever received was \$1.25. I was transferred from the 1st CB to Mare Island, where I was advised that, to collect the back pay, I should write to the 1st CB. I did so, but am now told that it has been disbanded.

As there are about 30 of us concerned, and since we do not know how to go about collecting this back pay, would you please publish the number of the form to use and tell us how to put in a claim for it.—E.J.T., CSF, USNR.

• The MAQ rate allowed for the New Hebrides is \$2.00 per day from 27 Aug. 1942 to 30 Nov. 1943, and \$1.55 beginning 1 Dec. 1943 and continuing until such time as a new determination is made by SecNav. This payment is provided for in BuS&A Memo. 2143, No. 501 of June 1944. To collect whatever allowances may be due you, a claim may be submitted to the General Accounting Office, using G. A. O. Form 2034 which is used for making any claim for arrears in pay.—Ed.

## PURPLE HEART

SIR: When we were in Bizerte, our ship was attacked by enemy aircraft. As a member of the Armed Guard crew, my battle station was that of first loader on the 3"/50. We fired several rounds, and the pointer froze to the trigger during the action. I shoved the shell home, and the recoil of the gun hit me in the right arm, rendering me unconscious.

I regained consciousness in sick bay and was treated by an Army doctor. This injury caused my right arm to swell to about twice its normal size. I did, however, perform my duties the following day. Would you please tell me if an injury of this kind makes me eligible for the Purple Heart.—R.F.L., S1c, USNR.

• Yes. According to Alnav 26-44 (NDB, 31 Jan. 1944, 44-78) a wound, for purpose of awarding the Purple Heart, is defined as an injury to any part of the body from an outside force, element or agent sustained as the result of a hostile act of the enemy or while in action in the face of the enemy.

Prior to 28 Jan. 1944 the Purple Heart was awarded only to personnel who suffered open wounds from shot or shrapnel in action against the enemy. The later definition is retroactive, however, and personnel who applied earlier for the Purple Heart, and were turned down, may apply again if the new definition covers their case. Under its terms, personnel who suffer such injuries as sprained or dislocated limbs or spines or appreciable gashes, cuts or bruises in ship or landing operations during battles may receive the Purple Heart.—Ed.

SIR: In November 1942 I was wounded while participating in action against the enemy, and was treated in a sick bay on Guadalcanal. As our ship was sunk, my health record was lost; and consequently no entry was made in it regarding the wounds I received. What do I do to establish eligibility for the Purple Heart?—G.S., Y2c, USNR.

• Applications for the Purple Heart may be forwarded via official channels to the Chief of Naval Personnel; Commandant, Marine Corps, or Commandant, Coast Guard, as appropriate. Where no entry is contained in your medical record relative to wounds received, you may submit a sworn statement, along with your request for the Purple Heart, to the proper authority via official channels. The statement should include complete details, including names of personnel who either witnessed or treated the injury.—Ed.

## INSURANCE ALLOTMENTS

SIR: Will it be possible for me to make an allotment from my pay to cover premiums due on my wife's National Service Insurance when she is released from the Waves?—B.E.J., CPhM, USNR.

• No. BuS&A Manual, Art. 2170, 4(d)5) says that no person may make an allotment for the payment of insurance premiums on a policy insuring a life other than his own.—Ed.

## TRANSPORTATION ALLOWANCE

SIR: My wife is traveling from Oklahoma to live with me in California, where I am on permanent duty in a naval hospital. As my rating is HA1c, I am wondering if I am entitled to a Navy travel allowance for her.—R.D.B., HA1c, USNR.

• Petty officers second class and above are entitled to transportation for their dependents and household effects on a permanent change of station, according to Navy Travel Instructions, Art. 2505 (1). As you are not of this rating, you are not entitled to transportation for your wife at Government expense.—Ed.

SIR: Several men in this activity have made inquiry regarding their eligibility for reimbursement for travel of dependents while they were stationed in the States. Can you clarify the regulations for us as to the manner in which they apply to Seabees?

We had our boot training at Camp Peary, Va., after which we were transferred to a Seabee unit and sent to an advance base depot for shipping overseas.

Are we entitled to transportation for our dependents from (1) home to Camp Peary, (2) from Camp Peary to the ABD, and (3) for their return from the ABD to home?—P.S., Y2c, USNR.

• (1) Inasmuch as recruit training is not permanent duty, you would not be eligible for transportation allowance for your dependents from your home of record to Camp Peary. (2) Nor would you be eligible for the allowance from Camp Peary to the ABD, unless you were a petty officer second class or above who had been stationed at Camp Peary on permanent duty, such as a member of ship's company, for instance, who was later transferred to an overseas unit. In that case, you would be eligible for transportation of dependents to the ABD from Camp Peary (if they were with you there) or from any other place where the dependents were located, the travel amount not to exceed that from Camp Peary to the ABD. This is provided for by SecNav letter dated 23 Dec. 1943 to all ships and stations (reprinted in NDB, 31 May 1944, as 44-609). (3) No transportation allowance, however, would be allowed for the return of your dependents from the ABD to your home of record, until such time as orders are issued transferring you from the Seabees to a permanent duty station in the United States, or you are discharged from the Naval Reserve or ordered to inactive duty.—Ed.

## AMERICAN DEFENSE RIBBON

SIR: Are personnel who had active training duty at the Medical Center, U. S. Naval Hospital, Washington, D. C., from 31 Jan. 1941 to 15 Feb. 1941 eligible to wear the pre-Pearl Harbor ribbon?—J.L.A., Jcut., USNR.

• All persons in the naval service on active duty between 8 Sept. 1939 and 7 Dec. 1941, inclusive, are eligible to wear the American Defense Service ribbon, according to BuPers Manual Art. A-1042. Since you had 14 days active training duty during the required period, you are eligible under Paragraph (5) of Art. A-1042 which states: "Naval Reserve personnel on training duty under orders must have served at least 10 days in such duty."—Ed.

SIR: Although I volunteered for the Navy prior to 8 Dec. 1941, I was not sworn in until that date, which was the same day Congress declared war on Japan. My active duty date is also 8 Dec. 1941. Am I eligible for the American Defense Service ribbon?—J.E.W., CY(T), USNR.

• No, your active duty date is one day too late.—Ed.

## LOST VICTORY MEDAL

SIR: How may I obtain a replacement for a Victory Medal which was lost as a result of a fire on shipboard?—A. K., CMM, USCG.

• Personnel now in service may make application for the replacement of Victory Medals, via official channels, to the Chief of Naval Personnel; Commandant, U. S. Coast Guard, or Commandant, U. S. Marine Corps, as appropriate, stating the circumstances of the loss. This replacement is made without charge, except that in the case of Marine Corps personnel, \$66 is charged if the CO says in the endorsement that in his opinion the medal was lost through negligence.—Ed.

## COMMENDATION RIBBON?

SIR: After our ship was sunk in the Normandy invasion but prior to our ship's company being disbanded, we received a letter of commendation from our skipper for the job we did in aiding the disembarking of troops and the salvaging of their equipment in the face of danger.

At the time of the sinking, our CO had the rank of commander, and he was also SOPA of the convoy in which we were sailing. Do we qualify for the commendation ribbon?—A.S., EM3c, USNR.

SIR: Does a letter of commendation from ComSubPac rate the commendation ribbon?—A.W.A., Mach., USN.

• *Alnav 11-44 (NDB, 15 Jan. 1944, 44-20)* provides that personnel of the Navy, Marine Corps or Coast Guard who receive individual letters of commendation signed by SecNav, Cominch, CincPac or CincLant for acts of heroism or service performed between 6 Dec. 1941 and 11 Jan. 1944 are authorized to wear the commendation ribbon.

Personnel who received a commendation letter signed by any of the above after 11 Jan. 1944 are authorized to wear the ribbon only if the letter contained such authorization.

As of 13 Sept. 1944, *Alnav 179-44 (NDB, 15 Sept. 1944, 44-1078)* further delegates this authority to all fleet commanders of the rank of vice admiral or above, and requires that the commendation letters include authorization for wearing the ribbon. The ribbon is not authorized for commendations by fleet commanders, other than a commander in chief, issued prior to 13 Sept. 1944. Nor does this authority extend to task force commanders or other flag officers who are not fleet commanders.

Consequently, since neither of the officers referred to by A.S. and A.W.A. is a fleet commander, their commendation letters would not warrant wearing the commendation ribbon.—Ed.

## INHERITED MEDALS?

SIR: Are men serving in this war eligible to wear any ribbons or medals of World War I because of their father's service in that war?—F.P.F., Y2c, USNR. • No.—Ed.

## MILITARY COURTESY

SIR: What is the proper way of addressing a chief boatswain when inviting his attention to matters of an unofficial nature? Since his rank is of a specialist classification, may he be addressed either as "Mr. ...." or "Boatswain," as an officer in the Medical Corps may properly be addressed as "Dr. ...."?—W.G.C., QM3c, USN.

• *Although a chief boatswain is a line officer, not a specialist, your reasoning is correct in general. He may be addressed either as "Mr. ...." or "Boatswain."*—Ed.

## SPURS

SIR: Another old Navy man told me recently that there was a regulation in 1917 which required naval officers of a certain rank to wear spurs with full dress uniform. Of course, years ago we used to joke with the marines stationed in Peking, China, that their spurs were required to keep their feet from sliding off the desk—but I say they were never required for naval officers. Who's right?—A.G.B.

• *Research through Uniform Regs back as far as 1830 has not revealed any regulation which required naval officers to wear spurs.*—Ed.

## WEARING OF BEARDS

SIR: Is there any naval regulation which specifically prohibits the wearing of beards? According to my interpretation of Bluejackets' Manual, beards may be worn at the individual's own discretion, providing they are kept trimmed and are somewhat conventional in appearance. Also, who judges what is and is not a beard?—L.O.G., Cox., USN.

• *Uniform Regs 1-16 says: "The hair, beard and mustache shall be neatly trimmed. The face shall be kept clean-shaven, except that a mustache, or beard and mustache, may be worn at discretion. No eccentricities in the manner of wearing the hair, beard or mustache shall be permitted." Your CO is the proper authority for any interpretation of those regulations.*—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.

## FORFEITURE OF INSURANCE

SIR: If a man dies or gets killed as a result of his own misconduct, are his beneficiaries entitled to the benefits of his Government insurance? Since he loses other death benefits as a result of misconduct, I am wondering if it might also affect his insurance.—J.E.R., CY, USNR.

• *Beneficiaries of National Service Life Insurance will receive the insurance benefits except when the insured is found guilty by the United States of any of the following actions: (1) treason, mutiny, spying or desertion; (2) because of conscientious objections, refusal to wear the uniform of the (U. S.) land or naval forces of the United States or; (3) refusal to perform service in such forces.*

Likewise, no insurance is payable when death is inflicted as lawful punishment for crime or for military or naval offense except when inflicted by an enemy of the U. S. However, even when such death is inflicted as a lawful punishment, the cash surrender value (if any) of such insurance on the date of death of the insured is paid to the same beneficiaries as would have received the proceeds of the insurance. These provisions are contained in Sec. 612 of the National Service Life Insurance Act of 1940, as amended.

The laws covering U. S. Government Life Insurance (now available only to veterans of World War I) have no provision for forfeiture in case of the three types of actions listed above. The forfeiture provision covering death inflicted as a lawful punishment for crime or military offense is generally the same as for NSL. Such provisions covering United States Government Life Insurance are found in World War Veterans Act of 1924, as amended by Sec. 3 of Public Law 628, 68th Congress.—Ed.

## SUBMARINE INSIGNIA

SIR: I qualified in submarines as an enlisted man but am no longer attached to submarines. As a warrant officer am I entitled to wear the gold metal dolphin?—A.A., Mach., USN.

• *Enlisted men who qualify for submarine duty and are subsequently promoted to commissioned or warrant rank may wear the embroidered insignia on the left breast until they qualify as submarine officers, at which time this embroidered insignia is replaced by the submarine pin. Unless you qualified as a submarine officer, you are not entitled to the metal pin. You are, however, eligible to wear the embroidered insignia according to Art. 10-30 of Uniform Regs.*—Ed.

## ENGAGEMENT STAR

SIR: The list of operations and engagements for which personnel may wear stars on area ribbons, as printed on page 66 of your October 1944 issue, included no actions in the European-African-Middle Eastern area prior to the North African occupation, beginning 8 Nov. 1942. Was there an earlier authorization of a star for those on the old Wasp and the DDs with her for action on their run into Malta before the North African invasion? If not, is there any way of inviting attention to this action?—A.C.T., Lt. Comdr., USNR.

• *The latest Cominch list (NDB, 15 Sept. 1944, 44-1049), published in the October Bulletin, was complete as of 1 Sept. 1944 and made no mention of a star for the action to which you refer. General Order 207, dated 7 Feb. 1944, states the procedure to be followed by COs for inviting the attention of Cominch to action which may warrant the award of an engagement star.*—Ed.

## OUT OF GAS

SIR: They say experience is the best teacher. Consequently, the lesson I just learned may prove helpful to others. I recently was ordered from duty on the East Coast to command a vessel in the Pacific, with permission to travel by private automobile to the West Coast. My local ration board consequently allowed me gasoline for the trip out, on which I was accompanied by my wife.

In California I requested gasoline for my wife to return home with the car, but was told that it is practically impossible for anybody to get extra gasoline there without having been a resident of the state for at least six months.

If any of your readers are contemplating traveling on orders by private car, I heartily recommend that they look into the gasoline situation at both ends of the trip before starting out.—C.B.M., Capt., USN.

• *The OPA regulation, subject to application to individual circumstances by local ration boards, is that extra gasoline coupons can be given only to effect a bona fide change of residence.*—Ed.

## CAMERAS ON BOARD

SIR: I am stationed on an AG and would like to have a camera aboard to take personal pictures. Are there any regulations covering this?—H.L.W., EM3c.

• *Naval personnel are permitted to have cameras aboard ship for taking pictures OUTSIDE naval jurisdiction; while on board, the cameras are to be in the custody of the CO. The use of cameras WITHIN naval jurisdiction is forbidden unless official permission is granted and competent supervision is arranged by the CO. These regulations are found in General Order 179, paragraph 4(b) and SecNav ltr. dated 23 Dec. 1943 (NDB, cum. ed. 43-1724).*—Ed.

## SHORTAGE OF PAY CLERKS

SIR: In the Monthly Newsletter from the Paymaster General there have been several articles regarding the shortage of supply officers. Since this shortage exists, I am wondering why supply officers in excess of complement have not been transferred to other assignments.

I was promoted from chief pay clerk to Lieutenant (jg), Supply Corps, in May 1944, and I believe I am in excess of complement. So far I have received no orders for transfer. Can you clarify the situation for me?—D.G., Lt. (jg), USNR.

• *The complement for the type of ship to which you are attached calls for one supply officer and one chief pay clerk. Although there is a shortage of supply officers, there is also an acute need for pay clerks, due to the fact that new construction has created a demand in excess of the number of pay clerks available. Therefore, it is necessary in many instances for men promoted to commissioned ranks to remain in their pay clerk billet until such time as a pay clerk relief becomes available.*—Ed.

## V-12 PROGRAM

SIR: My eyes are 15/20 and 6/20, correctible to 20/20 and 10/20. Are they good enough to meet the requirements for the V-12 medical program?—A.D.W., S1c, USNR.

• *No, the minimum vision requirement for medical and dental training in the V-12 program is 12/20 each eye, correctible to 20/20.*—Ed.

SIR: I am a former pre-medical student who has completed three years of pre-medical work at Columbia University. I should like to make application for the V-12(S) program, but was informed that it is closed. If personnel are still being enrolled, would you please tell me where I can find the details?—E.G.P., S2c, USNR.

• *The information which you were given as to the Navy V-12 program being closed was due, perhaps, to the recent announcement that no trainees would enter the V-12 term starting 1 March 1945 for undergraduate training. (See page 73 for news of July quota.) However, enlisted men who have completed pre-medical and pre-dental educational requirements are still being enrolled in V-12 medical and dental training programs. For details as to physical requirements, method of applying and sample application form see BuPers Circ. Ltr. 16-44 (NDB, 31 Jan. 1944, 44-109).*—Ed.

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

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Articles of general interest may be forwarded to the Editor.

## NEW YEAR'S RESOLUTION

WHILE there has been no lack of resolution on our part to fight the enemy in every way we know how, as hard as we know how, until he is finally and utterly defeated, the advent of the New Year is a useful reminder to reaffirm our resolve and thus give it new and added meaning.

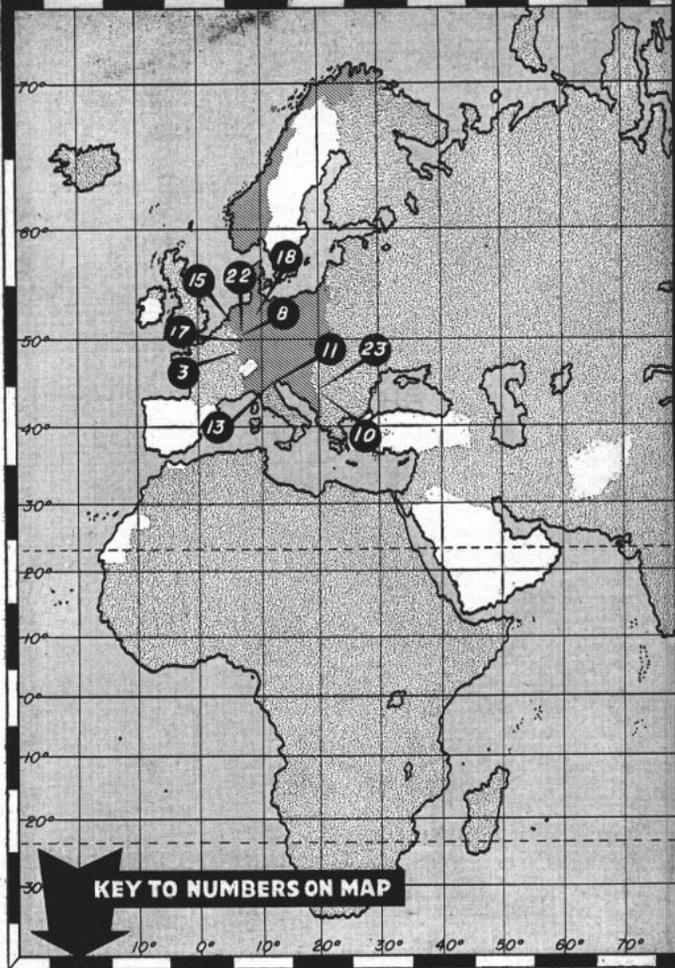
We remember Pearl Harbor, we remember our shipmates lost in action, we remember the stark threat to our way of life—and we know always and deeply that we fight for these things. But in the constant pounding of battle, the hum-drum of months upon months of dulling routine, the impersonal immensity of mechanization, we may lose the sense of urgency which impelled the prodigious efforts of the early days of the war. We may, if we do not remind ourselves of it consciously upon occasion, slow down without even realizing it.

Although the business of making New Year's resolutions may seem a civilian custom we left behind with other peacetime pursuits, for the sake of those who have died and the principles for which we live, we ought not shrug off the purpose behind the custom. We ought to take stock of ourselves, face fully the grimness of war and once again resolve to give the utmost of ourselves toward the winning of the final utter victory.

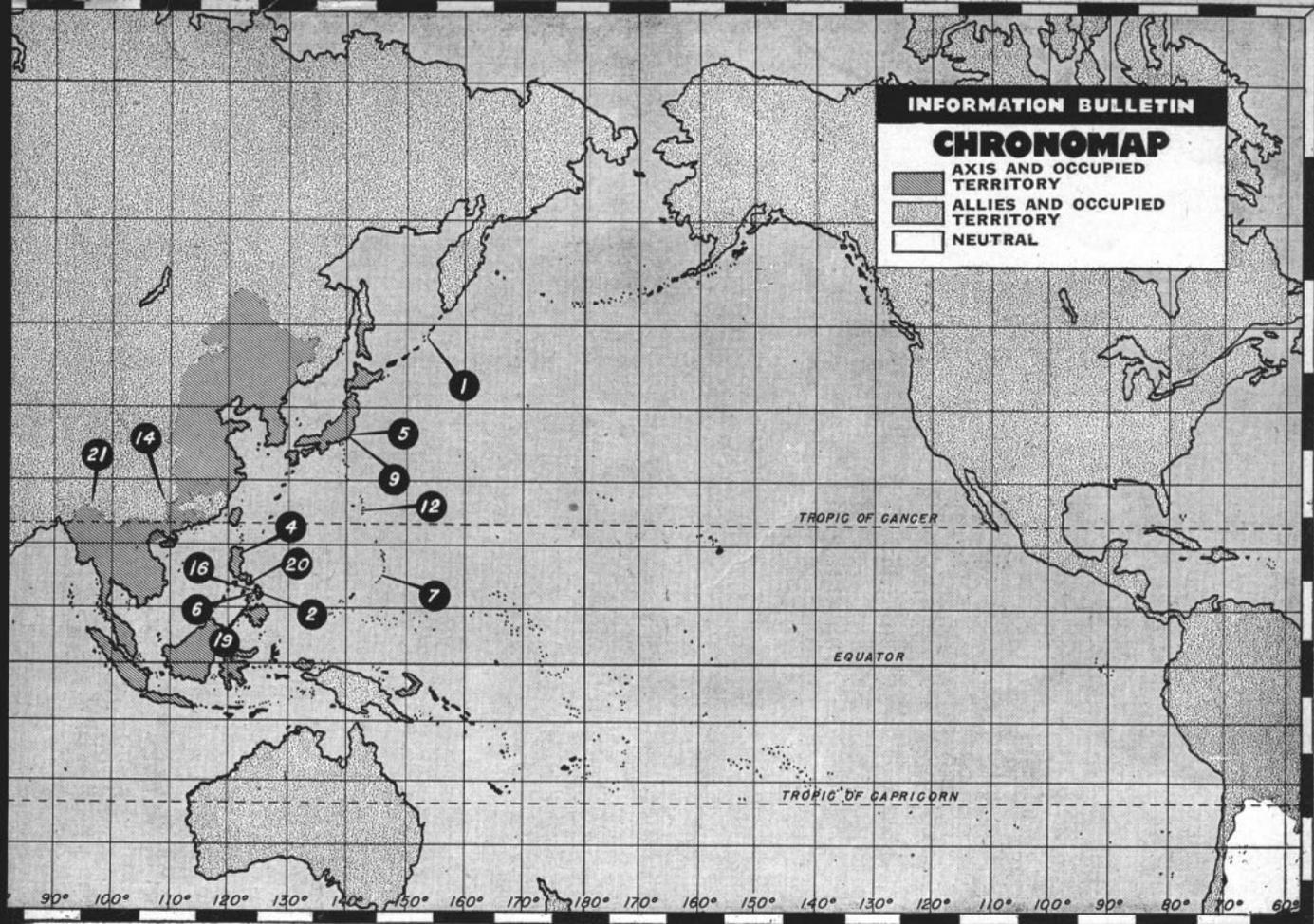
From the way things look now, this may not be the last time we are going to have to make such a New Year's resolution. But as we say again that we will fight with all we have, it should be comforting to know that it means more this year because we *have* more now with which to fight. Possession of that added wallop is all the more reason for resolving to use it.

## QUOTES OF THE MONTH

- *Lt. Gen. Millard F. Harmon*: "We expect that Japan will be on her feet and fighting in 1946."
- *Official Wilhelmstrasse statement*: "... with regret the Germans have said farewell to the New Order in Europe since this no longer is practicable under present circumstances."
- *General Eisenhower*: "The German has to be hit with everything we've got and finally the breaking point will come. . . . To get peace we have to fight like hell."
- *Dutch Indian native*, as he saw a U. S. bulldozer at work: "Aussie, him good jungle fighter. Jap, him good jungle fighter. American come, jungle go."
- *Japanese Premier Koiso*: "Considering the fact that the Philippines are a vital area in the war strategy, it is necessary that the enemy be crushed completely and the Philippines held secure."
- *Prime Minister Churchill*: "... In three or four years the peaceful, peace-loving people of the United States . . . has in sober fact become the greatest military, naval and air power in the world."
- *Admiral Sir Bruce Fraser*, commander-in-chief of Britain's Pacific Fleet: "The side with the greatest seapower must win the war. We have that seapower. The Japs are losing theirs."



- KEY TO NUMBERS ON MAP**
1. Pacific Fleet task force hits Matsuwa, Kurils (20 Nov.).
  2. U. S. troops on Leyte take Limon (22 Nov.).
  3. French take Mulhouse; 7th Army, Saverne (22 Nov.).
  4. 3d Fleet carrier planes in fifth Luzon strike in three weeks sink 20 Jap vessels, damage 28, destroy or damage 119 aircraft over target (24 Nov.).
  5. B-29s from Saipan base bomb Tokyo in first land-based plane raid on Jap capital (24 Nov.).
  6. U. S. warships shell Ormoc for first time (27 Nov.); troops land behind Jap lines near Ormoc (6 Dec.).
  7. Jap planes raid Saipan B-29 base (28 Nov.; 6 Dec.).
  8. U. S. 3d Army breaks into Saar basin (28 Nov.); enters Saarlautern, coal city (2 Dec.).
  9. Saipan-based B-29s in first Tokyo night attack (20 Nov.).
  10. Russian troops and Yugoslav Partisans resume Budapest drive; capture 330 places (29 Nov.).
  11. Canadians outflank, capture Ravenna, Italy (4 Dec.).
  12. B-29s, Liberators bomb Iwo Jima while Pacific Fleet warships shell island in coordinated attack (7 Dec.).
  13. Canadian troops in Italy capture Mezzano (7 Dec.).
  14. Chinese oust Japs from Tuhshan (8 Dec.), clear Kweichow province (10 Dec.).
  15. U. S. 3d Army crashes through Maginot Line (9 Dec.).
  16. Ormoc falls to U. S. troops on Leyte (10 Dec.).
  17. U. S. 7th Army captures Haguenau (11 Dec.).
  18. 3,250 AAF, RAF fighters and bombers from Britain and Italy strike German rail and oil targets (11 Dec.).
  19. U. S. planes sink 8th Jap Leyte convoy (12 Dec.).
  20. 3d Fleet carrier planes supporting Mindoro landings destroy or damage 373 Jap planes (13-13 Dec.); U. S. forces invade Mindoro (14 Dec.).
  21. Chinese capture Burmese base of Bhamo (14 Dec.).
  22. Nazis counterattack on 50-mile front, drive more than 30 miles into Belgium (16-20 Dec.).
  23. Russians clear Germans from northeast Hungary, liberate towns in Czechoslovakia (18 Dec.).



# THE MONTH'S NEWS

PERIOD OF 21 NOVEMBER THROUGH 20 DECEMBER—WEST LONGITUDE DATES

## The War

While giant B-29s were running bombs from Saipan and China to Japan, and the Nazis were making a powerful counterattack on the Western Front, U. S. forces in the Philippines last month carried through a bold amphibious operation that won beachheads on the island of Mindoro, just 150 miles from Manila.

Third Fleet carrier aircraft, supporting the landings on 14 December, smashed Luzon airfields in a three-day attack which destroyed or damaged 373 Jap planes.

The Mindoro thrust, marking a 288-mile advance from Leyte, bypassed most of the other islands in the Philippine archipelago. It climaxed a 600-mile sea trip through enemy waters. Although the progress of the convoy could be observed by the enemy, who hit it with sporadic air attacks, the invading troops met little opposition in landing and in a day pushed seven to nine miles inland.

Although the rain slowed the advance of U. S. troops on Leyte for a time last month, the Japs lost approximately 30,000 troops attempting to bring reinforcements by sea to

Leyte. Up to 20 December the Japs had made eight tries to pour men and supplies into Leyte, with the resulting loss of 50 transports and escort vessels sunk by planes and light naval units. U. S. troops, on the other hand, landed on 6 December behind Jap lines three miles south of Ormoc, Leyte. Four days later Ormoc fell to the U. S. 77th Division.

The Japs had pushed 40,000 reinforcements into Ormoc, their last remaining large town on Leyte, in an attempt to win the first round of the battle for the Philippines. Shortly after it fell General MacArthur an-

*We Leap Across Philippines;  
Tokyo Bombed from Saipan;  
Nazis Open Counteroffensive*

nounced that the Japs had suffered 82,554 casualties in the Leyte-Samar campaign. American casualties were 10,409, of whom 2,176 were killed.

The Army's Super Fortresses, stepping up their attacks from China and India and striking at Japan for the first time from the Marianas, hit hard at aircraft, communications and war industry centers at Hankow in China, Bangkok in Thailand, Mukden in Manchuria, Rangoon in Burma and Omura, Nayoga and Tokyo in Japan. The B-29 blow at Tokyo on 24 November was the second attack

### LAST FEBRUARY



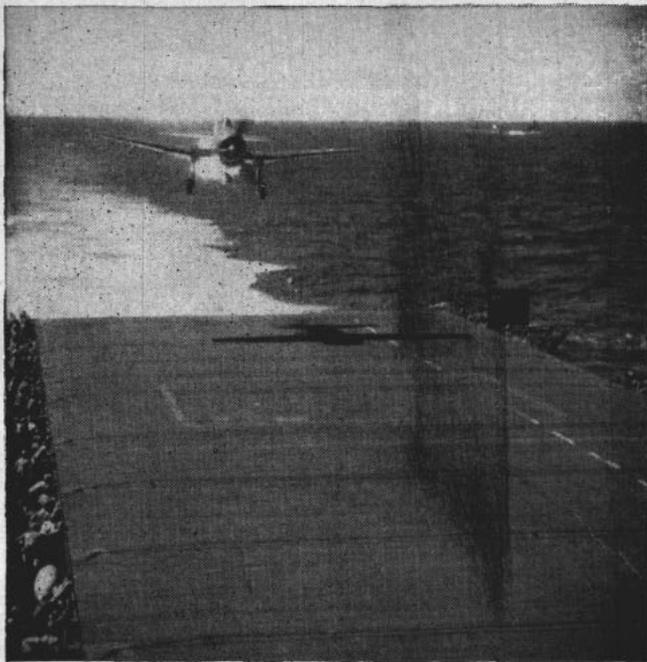
the Marianas. U. S. warships also shelled Paramushiru and Rabaul and supported landings in the Green and Admiralty Islands.

As our forces completed the conquest of Kwajalein and took Eniwetok, in the Marshalls, carrier task forces battered Truk and

### FEBRUARY 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			

★ WHAT WILL WE DO THIS YEAR? ★



Hellcat fighter plane lands in flames on flight deck of the carrier USS Cowpens during operations in the Pacific . . .

and the first by land-based planes. The mission was carried out by a new task force designated as the 21st Bomber Command operating from Saipan. By mid-December such raids were blasting the Jap homeland every few days.

The Japs in retaliation for the B-29 raids, sent bombers over Saipan in a feeble effort to cripple that base. Other effects of the B-29 raids came in Tokyo's announcement of the evacuation of civilians from the capital.

Enemy-held islands in the Central Pacific were subjected to continued attacks by Army, Navy and Marine Corps planes. Principal targets were the Bonin and Volcano Islands, from which the Jap planes were believed to have made their strikes at Saipan.



Gen. Harmon

On 7 December, the Japs at Iwo Jima, in the Volcanos, were handed a one-two punch by U. S. air and sea forces. A strong fleet of B-29s, together with Liberators and Lightnings, rained explosives on the island while Pacific Fleet units

stood offshore and battered costal positions. All aircraft concerned were under the command of Lt. Gen. Millard F. Harmon, of the Army, commander

of the newly established Strategic Air Force, Pacific Ocean Areas.

Our submarines in the Pacific reported the sinking of 80 more enemy vessels, including 17 combatant ships. A record-bag of 33 ships, announced on 18 December by the Navy Department, included one light cruiser, three destroyers and eight other warships.

For the first time in months the news from China looked good. Counter attacking Chinese troops ousted the Japs from the key railroad town of Tuhshan, 75 miles from Kweiyang, the last forward U. S. airbase in China. By 10 December they had thrown the enemy back 65 miles, virtually clearing Kweichow province. Other Chinese troops culminated a 28-day siege by capturing the Burmese base of Bhamo, while British troops held an east-west line between the Irrawaddy and Chindwin Rivers in upper Burma.

Still more trouble for the Japs was forecast by the announcement of the formation of a huge British Pacific Fleet and a conference of its commander-in-chief, Admiral Sir Bruce Fraser, RN, with Admiral Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet and Pacific Ocean Areas. Admiral Nimitz conferred also with high-ranking U. S. Army and Navy officers on forthcoming operations in the Pacific. Among those attending that conference were Admiral Raymond A. Spruance, USN, Ccmmander 5th Fleet; Lt. Gen. Delos C. Emmons,

commander of the Army's Alaskan Department; Lt. Gen. Simon B. Buckner, former commander of the Alaskan Department; Vice Admiral Frank Jack Fletcher, USN, Commander 9th Fleet; and Vice Admiral C. H. McMorris, USN, and Rear Admiral F. P. Sherman, USN, chief of staff and deputy chief of staff, respectively, to Admiral Nimitz.

In Europe, in mid-December, the German army went on the offensive for the first time since Normandy in an apparent attempt to prolong the war and win a better peace. Launching a powerful counterblow against the southern flank of the U. S. 1st Army, the enemy hurled troops, tanks, planes and paratroops into a drive that in its first five days carried 35 miles into Belgium and across the Luxembourg border. The Luftwaffe came out of hiding to join the attack. Fast-moving Nazi armored columns lead an advance of some 15 divisions in the general direction of Sedan, where the Germans broke into France in 1940.

Other Allied armies, meanwhile, were steadily advancing. The U. S. 7th Army captured Haguenau, important communications center in Lorraine and, together with the French 1st Army, began clearing Alsace. The Nazi grip on the important Saar industrial basin slipped still another notch as units of the U. S. 3d Army crashed through Maginot Line defenses to link forces below the German border with other troops on the east bank of the Saar River. The U. S. 9th Army, to the north of the German push, continued to gain, clearing Wuerm, Mullendorf and Beek on the Netherlands-German border.

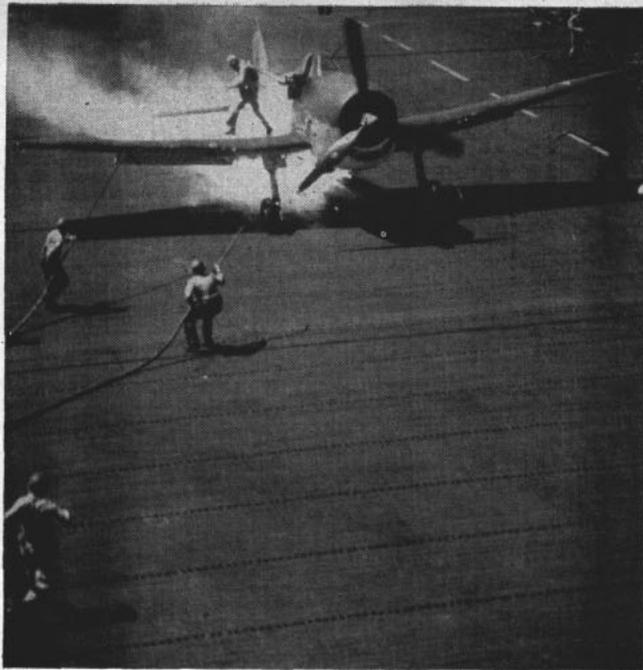
Continuing airblows were struck at the Reich last month, with British and American bombers concentrating on rail and oil centers. In two weeks from 4 to 18 December U. S. and RAF planes attacked every main railway leading from the interior of Germany

## CASUALTY FIGURES

Casualty figures among naval personnel through 20 December totaled 79,408. Total since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy . . . . .	19,895	9,507	8,250	2,542	40,194
U. S. Marine Corps . . . . .	10,049	25,429	930	1,944	38,352
U. S. Cost Guard . . . . .	550	194	118	.....	862
<b>Total . . . . .</b>	<b>30,494</b>	<b>35,130</b>	<b>9,298</b>	<b>4,486</b>	<b>79,408</b>

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



... As the pilot escapes uninjured, fast-working fire fighters smother the blaze with chemicals and save the plane.

to the western front. On 11 December more than 1,600 8th AAF bombers and 800 fighters from Britain joined with 500 15th AAF bombers and 350 fighters from Italy in one of the war's greatest aerial operations. The 8th struck rail and transport targets in Germany, feeding enemy lines facing the U. S. 1st and 3d Armies, while the Italian-based planes smashed oil re-

finery and ordnance depots in the Vienna area.

The War Department on the third anniversary of the attack on Pearl Harbor announced that the AAF had dispatched 1,566,329 planes which dropped 1,202,139 tons of bombs on enemy targets during the three years the U. S. had been at war. During that time 22,894 enemy aircraft were destroyed, 5,986 probably destroyed and 8,068 damaged by the AAF in aerial combat. The number of planes destroyed on the ground brought total enemy losses to 29,316. AAF total losses were 13,491 planes. In the Pacific area 1,310,006 tons of enemy shipping were sunk by Army planes. Berlin was first on the AAF list of most-bombed cities with 13,717 tons. Second hardest hit was Ploesti, heart of the Rumanian oil industry.

In Italy the Allied armies, moving slowly ahead, took Ravenna and moved on to capture Mezzano on the Rimini-Ferrara railroad. Lt. Gen. Mark W. Clark, who had commanded the U. S. 5th Army since it moved from Africa to Europe, was named commander in chief of the Allied 15th Army Group of American and Allied forces in Italy. He succeeded British Field Marshal Alexander, who became supreme commander of all Allied forces in the Mediterranean theater when General Sir Henry M. Wilson was shifted to Washington as a member of the Combined Chiefs of Staff.

On the eastern front, the Russians were closing the ring around Budapest. Other Red Army troops drove into Czechoslovakia and opened a new road to Vienna, approximately 100 miles away.

Behind the Balkan front, there was fighting in Athens between members of the National Liberation Front and British forces backing up the Greek Government's attempt to disband guerrilla fighters. Americans there were instructed to confine their activities strictly to relief and rehabilitation work.

## NAVY NEWS

• All six Japanese carriers whose planes attacked Pearl Harbor now lie at the bottom of the Pacific, Admiral Nimitz announced last month on the third anniversary of the attack. Four were sunk in the Battle of Midway in June 1942, one in the Battle of the Philippine Sea last June and the sixth in the Battle of the Philippines in October this year. Of the U. S. ships sunk at Pearl Harbor, Admiral Nimitz added, all but five have since returned to action. One of these, the *Oklahoma*, was refloated but subsequently decommissioned, and parts of three others, including the *Arizona*, were salvaged and used in new ships, leaving only the target ship *Utah* still on the bottom. Five of those "raised from the dead" were the battleships *Pennsylvania*, *Maryland*, *Tennessee*, *California* and *West Virginia*—which, with the *Mississippi*, sank eight Jap warships in Surigao Strait in the Battle of the Philippines.

• The Navy's "civilian fleet" of patrol vessels is gradually receiving its honorable discharge. Consisting of converted yachts and fishing boats sold

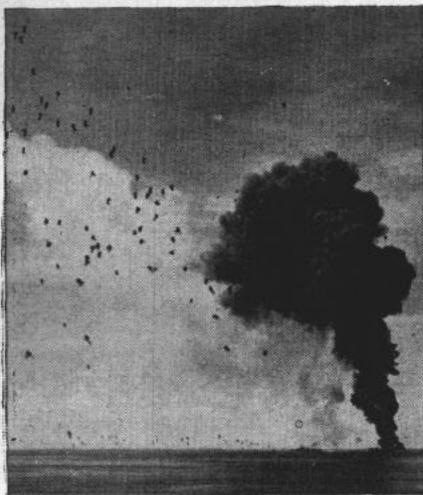


Official U. S. Navy photographs

REAR ADMIRALS Arthur D. Struble, USN, left, commander of attack force, and Russell S. Berkey, USN, commander of Navy support group, confer on flagship of Vice Admiral Kinkaid, Commander 7th Fleet, just before weighing anchor to launch assault on Mindoro.

### Sighted 2 . . . Sank Same

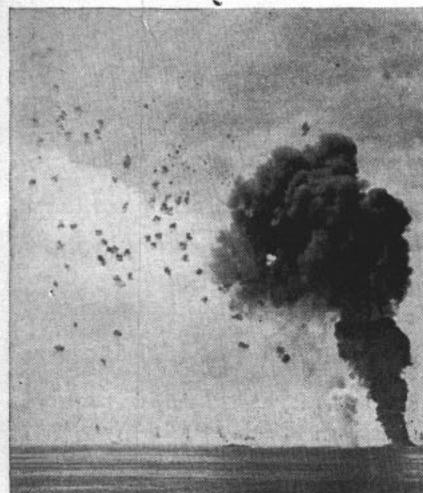
Two Japanese *Sydney*-class submarines were sunk with one bomb by Ens. Raymond G. Baldwin, USNR, Devon, Conn., Hellcat pilot in Fighting Squadron 8, during the initial carrier-based raid on the Ryuku Islands. Ensign Baldwin was directly over two subs dozing in a sheltered anchorage on Okinawa Island, when he dropped his bomb amidships between the enemy pigboats, blowing out the sides of each.



JAP DIVEBOMBER, circled, flies through flak-pocked sky to attack our ships in Leyte Gulf. Smoke is from U. S. DD after being hit.



... Plane plunges into sea between burning destroyer and a second DD to left of the splash ...



Official U. S. Navy photographs  
... and disappears under cloud of smoke and steam as the undamaged destroyer pulls swiftly away.

or chartered to the Navy or Maritime Commission for use by the Navy, they have served as minesweepers and hydrographic, picket, patrol and escort boats. While the converted vessels were put to sea early in the war, sometimes equipped only with a two-way radio and a flare gun, construction was rushed on antisubmarine vessels of greater sting. The present availability of these specially built wooden and steel vessels—SCs, PCSSs, YMSs, PCs, PCEs, DEs, AMs—plus the changing aspects of the war have made it possible for the Navy to return to the Maritime Commission, for disposal or eventual return to owners, many of the small craft which were so urgently needed to protect our coastline and convoys when the U.S. was plunged into war.

- Three and a half million people saw the tools the Navy fights with during a recent 16-day showing at Navy Pier, Chicago, of the Navy's 6th War Loan Exhibit, "Pacific Theater." Interior displays at the exhibit staged by the Navy Department in conjunction with the Treasury Department included shells, rockets, torpedoes, bombs, depth charges and electronic devices, many of which had been on the Navy's secret list. Exterior shows included Hellcat and Helldiver planes, a captured Jap Zero and naval armament ranging from 5-38 all-purpose deck guns to machine guns. Divers in full equipment demonstrated underwater welding in a glass tank. On Lake Michigan a Coast Guard helicopter performed daily air-sea rescues. A flotilla of 14 landing craft from LSTs to LCVPs was open to public inspection. Marines were carried in the landing craft during assaults on the mythical island of Chi-Cogo.

- Because all her major strikes in a year of combat were made during holidays, the USS *Bunker Hill* has been nicknamed "Holiday Express." The 27,000-ton carrier observed the red-letter days this way: Armistice Day 1943—raided Rabaul; Thanksgiving—participated in operations leading to capture of Tarawa, Makin and Ape-mama Islands; Christmas Day—raided Kavieng in deepest penetration of Japanese territory since Pearl Harbor; New Year's Day—was in midst of Bismarck Archipelago operation and bombed Kavieng; George Washington's Birthday—smashed Japs at Tinian and Saipan; April Fool's Day—bombed Woleai; Columbus Day—hit Formosa; Armistice Day 1944—bombed and strafed enemy shipping in Ormoc Bay, off Leyte.

- Establishment of the Navy School for Evacuation of Casualties at NAS, Alameda, Calif., which will introduce flying Navy nurses for the first time, was announced last month. In the school's first class are 24 nurses and 24 pharmacist's mates who, upon completion of training, which will include flight indoctrination, will report for duty with an air evacuation task unit with the Pacific Fleet. Although the Navy and Marine Corps pioneered in aerial evacuation of casualties—South Pacific Combat Air Transport alone has moved more than 25,000 patients

## Gen. Marshall Continued As Army Chief of Staff

The President on 2 December approved an act of Congress to permit the continuing of General George C. Marshall in his present office of Chief of Staff of the U. S. Army for the duration and six months thereafter. General Marshall reached the regular retirement age of 64 years on 31 December.

—there has never been, until now, any formalized instruction of medical personnel making the flights except for naval flight surgeons.

- Capt. Luis de Florez, USNR, director of the Special Devices Division, BuAer, and inventor of many synthetic training devices used in naval aviation, received the Robert J. Collier Trophy last month for "outstanding aeronautical achievement in 1943." Among Capt. de Florez "synthetics" used by the Navy are a model instrument panel to instruct student pilots to operate large flying boats, gunnery trainers, navigation training devices, a bombardier's compartment from which a student may view and practice dropping his bombs on rolling landscapes projected from a motion picture projector and devices for training in aircraft identification. Capt. de Florez is the first naval officer to win the trophy.

- A destroyer launched recently at Orange, Tex., was named in honor of three brothers who lost their lives when the USS *New Orleans* had her bow shot away by enemy torpedoes during the Battle of Tassafaronga. They were Jack E. Rogers Jr., S1c, USN; Charles E. Rogers, S1c, USN, and Edwin K. Rogers, S1c, USN. The USS *Rogers* was christened by the boys' mother, Mrs. Jack E. Rogers Sr., of Ormond, Fla.

- British fighter and torpedo bomber pilots training in this country are using the USS *Charger*, a converted escort carrier, to qualify for carrier landings. The *Charger* originally was intended for the British under lend-



Official U. S. Navy photograph  
British signal officer aboard USS Charger.

lease, but after the Pearl Harbor attack the ship was retained by the Navy because of our need for warships. More than 24,000 planes have landed on the flight deck of the *Charger* since she was taken to Hampton Roads, Va., two years ago.

• Nine additional air groups and squadrons have returned to the U. S. for rest and regrouping after combat in the Pacific theater. They are:

Air Group 8, which made 192 strikes in a 72,000-mile prowl of the Pacific climaxed by the Battle of the Philippine Sea; destroyed or damaged 691 Jap aircraft and sank 44 ships in operations from New Guinea to Formosa.

Air Group 26 — Participated in every amphibious operation from Tarawa to Leyte and played major role in turning back the attacking Jap fleet off Samar in the Philippines on 24 Oct. 1944.

Air Group 31—Destroyed 148 Jap planes in the air and sank 48,000 tons of enemy shipping during an eight-months tour of duty which included the Battle of the Philippine Sea.

Composite Squadron 5—Flew more than 7,500 hours in attacks on enemy shipping, ground installations and infantry forces in operations at Saipan, Tinian, Guam, Peleliu, Angaur, Ulithi and Philippine Islands; sank two Jap cruisers, damaged two battleships, cruiser, several destroyers in the Battle of the Philippines.

Composite Squadron 66—Made 43 bombing and strafing attacks against Jap-held positions on Wotje, Maloelap, Halmahera and Morotai in 10 months.

Patrol-Bombing Squadron 62—Lost only one Catalina bomber during 10,000 hours of combat flying in tough Aleutian weather.

Patrol-Bombing Squadron 135—Carried out numerous photographic-reconnaissance, bombing and strafing missions against Jap installations on Paramushiro without losing a plane.

Patrol Bombing Squadron 148—Sank or damaged 3,700 tons of enemy shipping while flying 816 sorties during 6,072 flying hours.

Patrol Bombing Squadron 202—Was the first Navy PBM squadron to operate in Pacific combat; completed 800 missions without a cancellation, covered more than a million miles of aerial flight.

• No windshield wipers are needed with the new water repellent for airplane windshields developed by BuAer in collaboration with the Naval Research Laboratory. The coating turns away driving rain without a smear and is particularly useful in rainy-weather landings on the pitching decks of carriers and in night landings on air strips.

• More than 400 patients were evacuated from Leyte to the hospital ship *USS Mercy* in a few hours during the early days of the Philippines campaign. At the appointed rendezvous the *Mercy*, first hospital ship to reach Leyte, approached its anchorage. Almost as soon as the anchor hit bottom, nearby warships and transports opened fire on a Jap plane. Groups of



**BUNKMATES:** Marine pilots aboard escort carrier literally live with their planes en route to Marianas.

patients came aboard the *Mercy* in rapid succession, were carried or assisted to receiving stations, given emergency treatment if necessary and moved to wards.

• No. 05074, suffering from a mild case of operational fatigue, has gone to the showers for a freshening up. No. 05074 is a Skytrain (R4D), the first plane to be commissioned for duty in NATS. After 33 months in the Atlantic and European theaters without missing a scheduled trip, she has come home for a rest. After an overhaul at NAS, Patuxent River, Md., she will return to active duty.

• At 2 p.m., 7 Dec. 1941, a spontaneously formed group of Navy airmen collected all flyable Kingfisher and Seagull seaplanes from the bomb-torn decks of battleships and cruisers in Pearl Harbor and flew them off in search of enemy submarines. That was the unofficial beginning of Scouting Squadron 53, which since then has not missed a day of flying in the Pearl

Harbor area. For 10 months all of Scouting 53's personnel slept in a hangar. Their uniforms were strictly irregular in those early days, for most of their gear was destroyed in the Jap attack. One man had only a pair of silk pajamas. Another was dressed in a commander's cap, gabardine trousers and a silk shirt. The squadron was officially recognized 10 March 1942, when it was given the designation VS3D14, changed a year later to VS-53. Its personnel observed Pearl Harbor Day, 1944, by buying \$9,000 worth of war bonds.

• A new shark repellent, 98% effective under experimental conditions, has been developed by BuShips in cooperation with the Naval Research Laboratory, and is now incorporated into a packet which can be attached to any type of life jacket. Tests have shown that sharks seldom attack dark colored objects. The repellent is released from the packet in the form of an inky fluid which, by coloring the water, not only keeps sharks away but lets the user see the extent of his protection so that he may stay within it. In addition, it contains chemicals and a water-soluble wax which have a peculiar taste and odor distasteful to sharks.

• Sgt. Reid C. Chamberlain, USMC, escaped from the Corregidor the day that Philippine fortress fell, 6 May 1942, survived 28 days of drifting in the China Sea, became a first lieutenant in the U. S. Army, fought with guerillas in the Philippines for nearly two years and smuggled guns and gasoline to them from the outside. When he finally came back to the U. S., the Marine Corps gave him an honorable discharge—he had been listed as “dead”—and the Army permitted him to resign his commission and gave him an honorable discharge plus the Distinguished Service Cross. Next, he reenlisted in the Marine Corps and was given his old rating of corporal and appointed to officer-candidate school. Three days after he entered OCS he applied for transfer



Official U. S. Navy photographs  
**RETURN HOME:** Pilot and crewman of a Navy Helldiver safely reach their carrier after the Japs shot away most of the plane's tail.

## Saratoga, Oldest and Biggest Carrier, Is Veteran of 7 Battle-Star Operations

An announcement from CincPac revealed recently that the USS *Saratoga*, oldest and largest U. S. aircraft carrier, whom the Japs have six times reported sunk, has participated in seven operations or engagements for which the Navy Department has authorized bronze stars on the area service ribbons which may be worn by officers and men serving aboard her in those engagements.

The engagements are: Guadalcanal-Tulagi landings, 7-9 Aug. 1942; capture and defense of Guadalcanal, 10 Aug. 1942 to 8 Feb. 1943; Eastern Solomons (Stewart Island) 23-25 Aug. 1942; Treasury-Bougainville operation, 27 Oct. to 15 Dec. 1943; Gilbert Islands operation, 13 Nov. to 8 Dec. 1943; occupation of Eniwetok Atoll, 17 Feb. to 2 March 1944; Sabang Raid, 19 April 1944, and Soerabaja raid, 17 May 1944. (Stars may be worn for either the Sabang or Soerabaja operations but not two stars for both.)

More than 78,000 landings have been made on the 909-foot flight deck in the 17 years the *Sara* has been afloat. The first was made shortly after her commissioning on 16 Nov. 1927 by Vice Admiral (then Lt. Comdr.) Marc A. Mitscher, USN, now a carrier task force commander.

Blows have been delivered by the *Saratoga's* planes against the Japs in practically all theaters of the Pacific. In April and May of 1944, while operating as a unit of the British Eastern Fleet in the Indian Ocean with the HMS *Illustrious*, her planes hit oil refineries and other installations at Sabang and Soerabaja. Upon her detachment from the Eastern Fleet, British ships filed by the *Sara* and her escorts in a procession of honor.

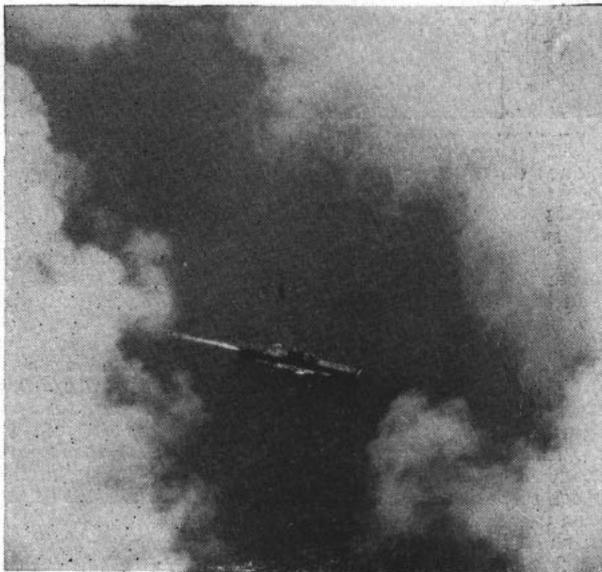
The *Sara* was at San Diego when the Japs attacked on 7 Dec. 1941. The next day she sailed for Pearl Harbor with a load of planes, breaking her speed record for the run.

In the Battle of the Eastern Solomons, her airmen sank a Jap carrier.

On 5 Nov. 1943 her air group put eight enemy cruisers and two destroyers out of commission as the Japs prepared at Rabaul to prevent U. S. Marine landings at Empress Augusta Bay. Shortly after that achievement Admiral Nimitz said of

the *Saratoga*: "You are the mainstay of the fleet."

The *Saratoga* set a record when, from 19 Nov. 1943 to 1 Dec. 1943 she made nine strikes in 12 days in the Gilberts in connection with the assault on Tarawa. There was little rest for her crew after those engagements, for on 29 Jan. 1944 she struck at Taroa; and on 31 January other places in the Marshalls felt her blows. During this time the crews worked 18-hour shifts as her air group made 25 strikes in 16 days.



Official U. S. Navy photograph

Clouds frame view of the USS *Saratoga* from the air.

Although the Japs have made extravagant claims of damaging and sinking the *Saratoga*, an enemy bomb is still to land on her deck or to damage her battle-cruiser hull. (She was built on a hull originally intended for a battle cruiser, the change in plans being a result of the Washington Disarmament Conference.) Twice torpedoes have struck her, causing slight damage.

From her have flown the flags of several admirals. Former skippers include Admiral William F. Halsey Jr., USN, Commander 3d Fleet; Vice Admiral Frederick Horne, USN, now Vice Chief of Naval Operations; Vice Admiral John H. Towers, USN, Deputy Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas. Capt. Lucian A. Moebus, USN, is now in command.

The USS *Saratoga* is a name held by five ships in the history of the Navy. The first was a sloop operating during the American Revolution. The third accomplished what the 3,000 officers and men of the present *Saratoga* hope their ship will do—she sailed into Tokyo Bay! That was at the time Commodore Perry's operations brought Japan into the commerce of the world.

to line duty. He was sent to a base and made a sergeant. Soon he sent in another formal request—for combat duty. Sgt. Chamberlain, the Marine Corps revealed last month in telling the whole story, is now back fighting the Japs.

• The first Liberty ship to unload cargo after the invasion of the Philippines survived 56 individual bombings and strafings while its Navy gun crew shot down two and possibly four Jap planes. The persistent but futile Jap air attacks on the ship started shortly after the original landings on Leyte on 19 October and continued for six days.

• Rear Admiral William J. C. Agnew, (MC) USN, has been appointed Assistant Chief of BuMed, relieving Rear Admiral Luther Sheldon Jr., (MC) USN, who was named medical officer of the 5th Naval District. Admiral Sheldon in turn relieves Rear Admiral Joseph J. A. McMullin, (MC) USN, who has been selected as medical officer of the 1st Naval District as relief for Rear Admiral Richard H. Laning, (MC) USN.



Adm. Agnew

Admiral Laning has assumed the post of Inspector Medical Department Activities, Pacific Ocean Areas, held by Rear Admiral William Chambers, (MC) USN, until he recently became medical officer in command of the National Naval Medical Center, Bethesda, Md. Admiral Chambers relieved Rear Admiral C. W. O. Bunker, (MC) USN (Ret), who was retired and went on inactive duty. In another shift, Rear Admiral George C. Thomas, (MC) USN (Ret), became officer in charge of the newly established Professional Division in BuMed. He was formerly medical officer of the 11th Naval District.

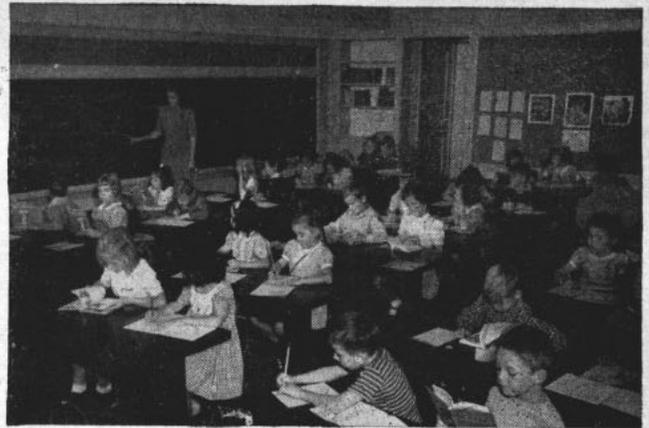
• Maj. Gen. Julian C. Smith, USMC, CO of the 2d Marine Division in the invasion of Tarawa and until recently Commanding General, Expeditionary Forces, in the Palau Islands, last month became commanding general, Department of the Pacific, relieving Maj. Gen. Joseph C. Fegan, USMC, who is under treatment at the Naval Hospital, Mare Island.

• Natives working under Navy civil affairs officers on Guam have built a model village on a high plateau in a lush agricultural district for 2,400 bombed-out residents of the island. It not only provides housing but will aid in sanitation control by bringing large groups into a center where they will live under Navy medical supervision, and will hasten the tilling of fertile acres. From two to four crops a year can be grown on Guam, and the harvesting of the first is expected in about two months. Products will include corn, cucumbers, egg plant, watermelon, taro, arrowroot, tapioca, cantaloupe, papayas, pineapple and yams. Groves of tangerines, limes and coconuts also are being cultivated. Similar projects are underway in other sections of the island.



Official U. S. Navy photograph

**WAR'S CHILDREN:** Aboard a Coast Guard-manned troop transport, steaming across Indian ocean from Bombay, Polish war orphans relax during passage to a new haven from perils that have pursued them for two years.



Official U. C. Coast Guard photograph

Children of naval personnel at NAS, Patuxent River, Md., attend Frank Knox Elementary School, named for late Secretary of the Navy and supervised by education department of the station as an activity under BuAer.

## SHIPS & STATIONS

• More than 800 naval personnel and civilian employees at NAS, Floyd Bennett Field, N. Y., gave 693 pints of blood in 420 minutes recently to a mobile unit of the Brooklyn Red Cross which visited the field. The mass donation set a nation-wide record for collection by a mobile unit.

• When Ens. Melvin A. Feher, USNR, recently received his wings as a naval aviator at NAS, Pensacola, Fla., his father, 61-year-old Lt. Comdr. Anthony Feher, USN, test pilot at the Naval Aircraft Factory, Philadelphia, flew south in his own plane for the ceremonies. The Feheres were designated naval aviators 26 years and four months apart . . . Another naval officer who recently received his wings at Pensacola, Lt. (jg) Carl T. Meyer Jr., USNR, at the same time received the Air Medal from Capt. L. T. Hundt, USN, commander of the Naval Air Training Bases there. Lieutenant Meyer was navigator-bombardier of a PB4Y hit by anti-aircraft fire following an attack on enemy shipping in the Bay of Biscay. He guided his plane safely back to its base in England despite fumes which rendered unconscious several other members of the crew. Shortly after the incident he was sent to flight training.

• It looks like a truck with a cow-catcher and it whistles like a train—that's the contraption running around the railroad tracks at NAS, Houma, La. Built by naval personnel from spare parts and junk-yard contributions, plus an International truck, the "locomotive" can do 17½ m.p.h. forward and 2 backward. In addition to the eight tons of cement it carries to provide traction for its wheels, it can pull three loaded tank cars.

• Something new in dog tags has been developed by Comdr. Frank E. Jeffreys, (DC) USN, now on the staff of the National Naval Medical Center, Bethesda, Md., who worked out a technique by which a serviceman's name and other pertinent data to aid in casualty identification may be inscribed on the plate of his false teeth. The infor-

mation is typed on a sheet of onion-skin paper and then, before the plate is completed, transferred through the use of a carbon duplicator.

• Charles A. Blanchette, MaM1c, stationed at the NTSch, Oxford, Ohio, went home on leave recently, and the chain of command did an abrupt about face: It was Blanchette's pleasant duty to grant a very special request made by a lieutenant (junior grade). The naval officer was Lt. (jg) Charles J. Blanchette, USNR, just back from duty in the southwest Pacific. Although the enlisted man saluted the officer when they met, Lieutenant Blanchette had to petition Mailman Blanchette, his father, for permission to get married—because Lieutenant Blanchette was only 20 years old.

• It was the first time the two lieutenant commanders had seen each other in 18 months; they embraced fondly when they met recently at NAS, Honolulu. They were Lt. Comdr. Cooper B. Bright, USNR, an officer on a carrier which had put in at Pearl Harbor for a few days, and his sister, Lt. Comdr. Joy Bright Hancock, USNR, there to survey housing conditions and billets available for Waves in Hawaii.

• Once over lightly: The Armed Guard crew of the ss *Elihu Root* has assembled a floating gym equipped with basketball court, handball court, table tennis table, boxing ring and sand bag in the No. 2 hold. . . . Members of a Seabee petroleum detachment have formed the "Top of the World Club" somewhere in the Arctic. The organization will be a "night club" for approximately six months of each year.

### Signals Mixed

The tail gunner of a PBM was excited as his patrol bomber flew over a Pacific Island.

"Sir," he shouted over the interphone to his pilot, "there must be friendly forces below — they're blinking at us!"

The blinks turned out to be flashes from a fortunately inaccurate Japanese AA battery.

## HOME FRONT

• The Government cracked down last month on men in civilian life who refused to work in war plants, and the War Production Board ordered all civilian production frozen indefinitely at present levels because of increased war-production schedules. Selective Service ordered reexamination of draft classifications of all men in the 26-37 age group "in the light of immediate urgencies." The new draft order was designed to force men over 25 to seek jobs in essential industries, to provide replacements for highly skilled workers being released from service for "super-critical" production and to enable the Army to send young men in non-combat units overseas as battle replacements and fill in the gaps with older men. Men whose jobs are considered nonessential, or who left war jobs without permission, were to be made subject to quick induction.

• Edward R. Stettinius, 44, Under Secretary of State, was appointed Secretary of State three hours after Cordell Hull resigned from that cabinet post on 27 November. Mr. Hull, in poor health for several months, is 73. His career included 22 years in the House of Representatives, two years as senator from Tennessee. He had been head of the State Department since the beginning of President Roosevelt's first term in 1933. Mr. Stettinius is the youngest Secretary of State since Edmund Randolph held the position in George Washington's cabinet at the age of 41.

• Prisoners of war working for private contractors have earned more than \$16,000,000 for the U. S. Treasury, the War Department has announced. Private contractors must pay the same wage rate per unit of work completed as they would pay civilian labor. Prisoners do not receive the money, but are paid 80 cents a day in canteen script. The contractor's check goes to the Treasury. This system serves the double purpose of utilizing prisoners of war at a profit to the Government and alleviating the man-

power shortage without subsidizing the private contractors.

• The nation's No. 1 and No. 2 football teams—Army and Navy—opened the 6th War Loan Drive before 66,639 spectators in Baltimore's Municipal Stadium on 2 December, with Army winning 23 to 7. The game raised \$58,637,000 in war-bond sales. Army cadets received their first taste of sea duty when the entire academy student body went to Baltimore aboard a troopship. Play-by-play motion pictures of the game will be shown to the armed forces throughout the world.

• Because operations in the Pacific have more than tripled the delivery job of the merchant marine, a call for 8,000 trainees a month has been issued by the U. S. Maritime Service. The War Manpower Commission has granted a nationwide priority for the recruitment of inexperienced men for merchant seaman training.

• The cigaret shortage has stumped all the experts except Dr. Earnest A. Hooton, Harvard University anthropologist, who explained the shortage this way: "The boys in the foxholes, with their lives endangered, are nervous and miserable and want girls. Since they can't have them, they smoke cigarets. The girls at home are nervous and miserable and want boys. Since they can't have them, they, too, smoke cigarets. So what happens? The briar pipe resumes its rightful place as the companion of the philosophic male whose gonadal preoccupations have vanished with the years."

• Five Americans and one Dane received Nobel Prize awards last month in New York City. It was the first time since the awarding of prizes began in 1901 that they have been presented outside of Stockholm and by anyone except the King of Sweden. The Swedish Minister to the U. S. made the presentations to Dr. Joseph Erlanger, professor-emeritus of physiology at Washington University, St. Louis; Dr. Herbert S. Gasser, director of the Rockefeller Institute for Medical Research; Dr. Isidor I. Rabi, professor of physics at Columbia University; Dr. Otto Stern, member of the faculty of Carnegie Institute of Technology; Dr. Edward A. Doisy, professor of biochemistry at St. Louis University, and Dr. Henrik Dam, professor of biochemistry at Copenhagen Institute of Technology, Denmark, who



Official U. S. Navy photograph

**FIRST Waves** assigned to training as flight orderlies are shown aboard a Naval Air Transport Service plane with their teacher, Lt. (jg) Helen J. Merrill, USNR, a former airline hostess. The enlisted women will serve aboard NATS planes on all continental flights.

is now continuing his research at the University of Rochester Medical School. The Nobel prizes, the value of which varies between \$30,000 and \$40,000, are awarded for physics, chemistry, physiology and medicine, literature and work toward peace. There has been no award of the peace prize since 1939.

• A new type of coal-burning steam locomotive, powered by a turbine in place of cylinders, piston and driving rods, has been developed by the Pennsylvania Railroad. Engineers designed the turbine to develop 6,900 shaft horsepower—sufficient to pull a normal passenger train at 100 miles an hour.

• **News Capsules:** A survey completed by the Department of Agriculture revealed that 18,500,000 Victory gardens were grown last year and vir-

tually all gardeners expect to continue in 1945. . . . The 120,000 inmates of state prisons and correctional institutions have contributed close to \$25,000,000 worth of industrial war production since 1 July 1942. . . . Babies have been wailing about a diaper shortage, but the WPB reports one silver lining—there will be plenty of safety pins. . . . The United Automobile Workers (CIO) has applied for FM radio station licenses in Detroit, Cleveland, Los Angeles, Chicago, Flint, Mich., and Newark. . . . The Interior Department revealed that a perfume of fatal appeal to coyotes has been developed. . . . General Electric has developed a differential analyzer which solves in a few days mathematical problems that it would take several years to work out by conventional methods.



Official U. S. Coast Guard photographs

Rear Admiral James Pine, superintendent of U. S. Coast Guard Academy, demonstrates solution to cigaret shortage.

# THE WAR AT SEA

OFFICIAL REPORTS: 21 NOVEMBER THROUGH 20 DECEMBER

## 21 NOVEMBER

### U. S. Pacific Fleet Communique No. 186

Army and Marine infantry units in the Marianas and Palaua continued to clear captured islands of remnants of Japanese garrisons. Total enemy casualties given below are through 13 November:

Salpan: Killed, 26,-  
277; captured, 2,068.  
Guam: Killed, 17,-  
238; captured, 463.  
Tinian: Killed, 6,-  
893; captured, 316.  
Angaur and Peleliu:  
420.

#### JAP LOSSES IN MARIANAS AND PALAU

Killed, 12,980; captured 420.  
On 18 November aircraft of the 2d Marine Aircraft Wing made a strafing attack on installations on Haha Jima and shipping at Chichi Jima.

Additional reports on aircraft strikes by carrier-based planes over Manila on 18 November now show that a total of 26 Japanese planes were shot out of the air. Four of these were destroyed by ships' anti-aircraft fire. A total of 18 planes have been reported shot down in Communique 185.

Japanese bases in the Palaua were hit by planes of the 2d Aircraft Wing and Fleet Air Wing 1 on 18 November. Several large fires were started. On the same day fighters of the 2d Marine Aircraft Wing carried out bombing attacks on the airfield at Yap.

Air attacks were made on enemy-held bases in the Marshalls on 19 and 20 November as the 4th Marine Aircraft Wing and search planes of Fleet Air Wing 2 continued neutralizing raids on those islands. The enemy sent up meager anti-aircraft fire.

**ADVANCED HEADQUARTERS ON LEYTE—**  
**Brunei Bay:** Heavy units in a night attack on an enemy naval base scored a direct hit on a destroyer and nearby docks . . . **Taraka:** In the harbor a gunboat, five small freighters and 10 barges were set afire . . . **Amboina-Ceram:** Fighters on patrol strafed and set afire a 1,000-ton freighter south of Ambon.

## 22 NOVEMBER

### U. S. Pacific Fleet Communique No. 187

Further reports of the air strikes in and around Manila on 18 November reveal the following total damage to shipping and installations by planes of the 3d Fleet:

One medium cargo ship and one small coastal cargo ship set afire in Subic Bay; two medium cargo ships burning and one small coastal cargo ship sunk near San

Fernando; one cargo ship burned and another burning in Manila Bay; an oiler in flames and one medium cargo ship and two other oilers hit in Manila Bay; five luggers burning off Batangas and another sunk at Laoag; locomotive destroyed at Lucena.

Our planes strafed a heavy cruiser, which appeared to be beached or in shallow water near Santa Cruz. Ten fires were started in fuel dumps at San Fernando, Del Carmen Field and Clark Field, while buildings and other installations were destroyed at West Lipa, Nichols, Malvar and Del Carmen Field.

Liberators and Lightnings of the 7th AAF on 21 November strafed and bombed airfields on Truk. Five enemy fighters were seen, of which four were destroyed.

Fighters of the 2d Marine Aircraft Wing on 19 November hit Babelthup in the Palaua, setting fuel dumps afire and pounded the airfield on Yap.

Defenses on Rota in the Marianas were pounded by fighters of the 2d Marine Aircraft Wing on 19 November.

**ADVANCED HEADQUARTERS ON LEYTE—**  
**Leyte:** Our heavy air units, staging through local bases, bombed enemy supply and shipping installations at Palompon, destroying dumps and crippling two coastal vessels . . . **Visayas:** Patrol planes off southern Mindoro destroyed or heavily damaged a 1,000-ton freighter . . . **Mindanao:** Air patrols bombed and probably destroyed a 3,000-ton freighter at night and sank two coastal vessels near Zamboanga . . . **Borneo:** Our heavy reconnaissance units before dawn bombed enemy shipping in Brunei Bay, scoring direct hits on a light cruiser and another warship. Patrol planes raided Tarakan and Kudat, setting fire to enemy barracks and two small vessels offshore . . . **Celebes:** Medium units bombed Mapang and Sidate airdromes and damaged a schooner off the Syela Islands.

## 23 NOVEMBER

### U. S. Pacific Fleet Communique No. 188

Matsuwa in the Kurils was bombarded by a naval task force on 21 November. Large fires and explosions were observed.

#### WARSHIPS BOMBARD MATSUWA

Enemy guns did not reply. None of our ships were damaged.

Fighters of the 2d Marine Aircraft Wing destroyed an ammunition dump and set fire to trucks and a barge at Babelthup in the northern Palau Islands on 20 November. One of our planes was lost, but the pilot was rescued.

Fighters of the 2d Marine Aircraft Wing bombed the airstrip at Yap on 20 November.

Aircraft of the 7th AAF bombed and strafed shipping and harbor installations at Chichi Jima and Haha Jima in the Bonin Islands on 20 November. One enemy plane was seen over Chichi Jima. Anti-aircraft fire was moderate.

Venturas of Fleet Air Wing 2 bombed and strafed the barracks area and power plant on Wake Island on 22 November. A large explosion was observed north of the power plant. Anti-aircraft fire was meager and inaccurate.

Search planes of Air Wing 2 and fighters of the 4th Marine Aircraft Wing continued neutralization raids in the Marshall Islands on 21 and 22 November.

**ADVANCED HEADQUARTERS ON LEYTE—**  
**Leyte:** Our fighters attacking shipping off the west coast of Leyte destroyed or severely damaged four small freighters, two coastal vessels and 10 barges, many loaded with personnel or supplies. Over 40 other barges beached south of Ormoc were destroyed by strafing. Our light naval craft at night sank two luggers and four troop barges off Ormoc; other enemy small craft were damaged.

**Palawan:** Our patrol planes sank a 1,000-ton freighter off Puerto Princesa, shooting down one of five interceptors . . . **Borneo:** Our heavy bombers struck shipping at Brunei Bay, damaging two transports of

## U. S. Navy Communiques In Full And Pertinent Excerpts From Others

6,000 and 1,000 tons . . . **Bismarcks-Solomons:** Our light naval units on night patrol battled shore targets on New Ireland.

## 24 NOVEMBER

**ADVANCED HEADQUARTERS ON LEYTE—**  
**Leyte:** Light naval units operating in the Camotes Islands and off the west coast of Leyte sank a small freighter, two luggers and three barges loaded with enemy troops, ammunition and fuel.

**Borneo:** Patrol planes sank a lugger east of Balikpapan . . . **Menado:** Air patrols along the north and west coasts sank a small freighter and coastal vessel and damaged nine barges . . . **Kendari:** Fighters damaged two barges to the south . . . **Makassar:** Our fighters sweeping the area destroyed a float plane, sank five small freighters and probably sank a 6,000-ton vessel and barge . . . **Halmahera:** Light naval units shelled shore targets and destroyed a beached barge . . . **Flores Island:** Patrol planes damaged a barge . . . **Timor:** Our medium units sank or damaged three luggers and two barges.

**LONDON, Admiralty communique—**During a recent patrol off the Norwegian coast one of His Majesty's submarines attacked an enemy convoy composed of three supply ships which was proceeding under the escort of three armed vessels. Hits were obtained with torpedoes on a large supply ship and another of medium size. One of the ships blew up and sank. Another was set afire and is believed to have sunk soon afterward.

**WASHINGTON, 20th AAF communique—**A large task force of B-29 aircraft today attacked strategic industrial targets in Tokyo from bases on Saipan Island.

## 25 NOVEMBER

### Navy Department Communique No. 556

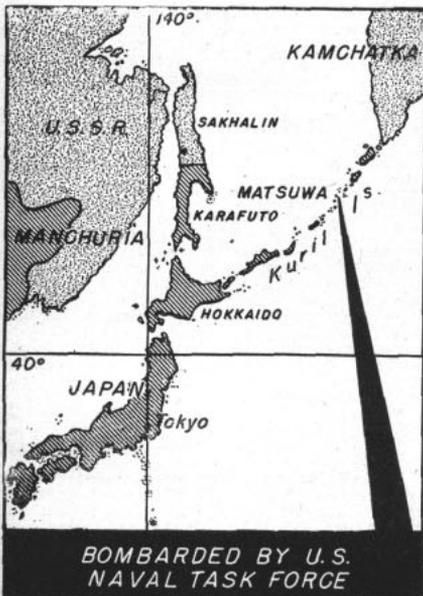
PACIFIC AND FAR EAST

United States submarines have reported the sinking of 27 vessels including two combatant vessels, as a result of operations against the enemy in these waters, as follows:

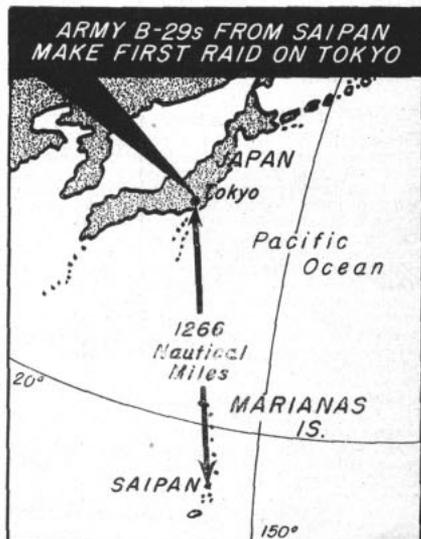
One destroyer, one converted gunboat, one large transport, one large tanker, one large cargo transport, two medium tankers, two medium cargo transports, 11 medium cargo vessels, one small tanker, six small cargo vessels.

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

A Netherlands submarine, while operating under United States control, has sunk 4,500 tons of enemy shipping in Netherlands East Indian waters. This submarine was built in England.



See 23 November.



See 24 November.

### U. S. Pacific Fleet Communique No. 189

7th AAF planes bombed shipping and dock installations at Chichi Jima and Haha Jima in the Bonins on 22 November. Hits were scored on docking facilities on Haha Jima. On 24 November Chichi Jima was again struck by 7th AAF planes.

On 22 November Corsairs of the 2d Aircraft Wing destroyed a number of barges and struck at installations in the northern Palaus. The airfield at Yap was hit on the same date by Marine Corsairs.

Three barges were sunk and fires were started in enemy-held bases in the northern Palaus which were attacked by 2d Marine Aircraft Wing fighters on 24 November. On the same date 7th AAF planes bombed Arakabesan, leaving large fires.

Installations on Marcus Island were bombed by 7th AAF Liberators on 24 November.

2d Marine Aircraft Wing Corsairs encountered moderate antiaircraft fire in attacks on Yap airfield on 21 November. On the same date Marine night fighters hit enemy-held bases in the northern Palaus and 7th AAF bombers pounded Arakabesan and Yap.

Thunderbolts of the 7th AAF attacked the airfield of Pagan in the Marianas on 21 November. A Japanese reconnaissance plane was shot down by an Army fighter over Saipan on 24 November.

Ponape in the Carolines was bombed on 21 and 24 November by fighters of the 4th Marine Aircraft Wing. Targets were hit in the area of the airfield, the seaplane ramp and fuel dump.

Planes of the 4th Marine Aircraft Wing on 21 and 23 November carried out neutralization raids on the Marshalls.

**ADVANCED HEADQUARTERS ON LEYTE—Leyte:** Our fighters at dusk caught an enemy convoy of four transports off the north tip of Cebu, heading for Leyte, heavily loaded with troops and supplies. In mast-high strafing attacks our planes sank three of the vessels and left the fourth blazing. All cargo and an estimated 2,000 enemy troops were lost.

This is the fourth enemy reinforcement convoy that has been caught and destroyed by our land and carrier-based aircraft. A total of 16 enemy transports, aggregating 65,000 tons, have been sunk, with 17,000 troops aboard, together with 14 escorting warships.

**Borneo:** Our air patrols sank a destroyer in Balabac Strait and damaged a 7,500-ton freighter-transport in Brunei Bay. **Celebes:** Our fighters sank a 6,000-ton freighter-transport and a gunboat, and nine freighters of 300 to 2,000 tons were damaged in the harbor. **Bismarcks-Solomons:** Light naval units continued night operations along the coast.

**CHUNGKING, USAAF communique—**On the night of 24 November, B-24s of the 14th AAF bombed the Hankow waterfront area and installations in Samah Bay on Hainan Island.

### 26 NOVEMBER

#### U. S. Pacific Fleet Communique No. 190

Carrier-based planes of the 3d Fleet on 24 November attacked shipping and airfields in and around Luzon in the Philippines. Incomplete preliminary reports indicate the following damage done to enemy forces:

Sunk—one heavy cruiser of the *Kumano* class, previously reported damaged, near Santa Cruz (Communique No. 187); one destroyer; four ships tentatively identified as small, fast transports, at Marinduque; nine cargo ships; one small oiler; two luggers.

Damaged—four cargo ships; one oiler. Our planes shot 29 enemy aircraft out of the air and ships' antiaircraft fire accounted for eight more, and an additional 35 were destroyed on the ground. Near Nichols Field seven tank cars were strafed and burned.

A strafing attack was made on a convoy of 150 trucks south of Manila.

Radio installations on Chichi Jima were bombed by Navy search planes on 24 November. Despite moderate antiaircraft fire a hit was scored and a large fire started. Other targets on Haha Jima and Moko Jima in the Bonins were also bombed by Navy search planes on the same date.

Mitchells of the 2d Marine Aircraft Wing attacked harbors and shipping in

the Bonins on the night of 24 November. Hits were scored on a ship at Chichi Jima.

Corsairs of the 2d Marine Aircraft Wing bombed installations on Rota, in the Marianas, on 24 November.

Neutralizing raids on Japanese-held atolls in the Marshalls were continued on 24 November by Corsairs of the 4th Marine Aircraft Wing and Search Venturas of Fleet Air Wing 2.

**ADVANCED HEADQUARTERS ON LEYTE—Mindanao:** Fighter patrols sweeping Davao Gulf destroyed one enemy barge and probably another. **Borneo:** Patrol planes bombed a small enemy freighter off Kudat on the north coast and destroyed or seriously damaged five coastal vessels at Darvel Bay. **Leyte:** Our fighters in mast-height bombing and strafing attacks, sank three enemy transport-cargo vessels off the north tip of Cebu.

### 27 NOVEMBER

#### U. S. Pacific Fleet Communique No. 191

Revised estimates of damage done by carrier-based aircraft of the 3d Fleet in strikes on enemy shipping around Luzon in the Philippines on 24 November are as follows:

(This is primarily a revision as to types rather than an appreciable increase in the number of ships sunk. The number of ships damaged is increased.)

Sunk: One heavy cruiser at Santa Cruz on the west coast of Luzon (Communique No. 190); one destroyer at Santa Cruz; two old destroyers at Marinduque Island; three medium landing ships 10 miles west of Santa Cruz; one destroyer escort 10 miles west of Santa Cruz; one cargo ship north of San Fernando; one small cargo ship off Subic Bay; four oilers near Lubang Islands; four small coastal cargo ships at Bataan Island; two luggers west of Bataan.

Damaged: Two cargo ships, hit in previous raids, near San Fernando, torpedoed, beached and wrecked; one cargo ship, previously damaged, bombed and set ablaze 30 miles south of San Fernando; three landing craft beached near Santa Cruz; two medium cargo ships bombed and believed sunk off Hermana Mayor Island; one small oiler bombed and wrecked on beach near Del Monte, northwest Mindoro; two destroyers or small transports bombed at Marinduque; one oiler, three large cargo ships, two medium cargo ships, one small coastal cargo ship and one small cargo ship hit in Manila Harbor; three luggers hit near the south shore entrance to Manila Bay; six luggers hit off west coast of Bataan.

A total of 58 enemy planes were shot down by our fighters and ships' antiaircraft fire and 29 more were destroyed on the ground, with probable damage to an additional 32 on the ground.

Six enemy fighters were shot down by our fighter planes over Saipan and Pagan in the Marianas on 26 November and seven more were destroyed by antiaircraft fire.

Liberators of the 7th AAF on 24 November bombed shore installations at Chichi Jima in the Bonins and Iwo Jima in the Volcanoes. An enemy radio station was hit at Chichi Jima and bombs were

dropped on installations at an airfield on Iwo Jima.

Mitchell bombers of the 2d Marine Aircraft Wing struck harbor installations and shipping at Chichi Jima on 25 November.

Fighters of the 2d Marine Aircraft Wing on 24 November strafed and set afire an ammunition dump, power installations and a lumber mill and struck other targets on Babelthup in the Palaus. Enemy-held bases throughout the northern Palaus were attacked by Marine Hellcat fighters. On the same date Marine Avengers and Corsairs bombed the airstrips on Yap.

Fighters of the 2d Marine Aircraft Wing scored a direct hit on radio installations on Rota in the Marianas on 25 November.

On 25 November planes of the 4th Marine Aircraft Wing continued attacks neutralizing enemy-held islands in the Marshalls.

**ADVANCED HEADQUARTERS ON LEYTE—Visayas:** Our air patrols over the Visayas scored near-misses on a 6,000-ton freighter-transport and damaged two small freighters. West of Palawan another small freighter was probably sunk and the covering float plane destroyed. **Borneo:** Our reconnaissance units attacked and probably sank a small freighter and three coastal vessels off the northeast coast. **Moluccas:** Our medium units destroyed a beached 6-ton freighter-transport in the Talaud Islands. Our light naval units on patrol destroyed an enemy barge off the north coast of Halmahera. **Bismarcks-Solomons:** Our light naval patrols at night strafed and attacked with mortars enemy shore installation on New Ireland and Bougainville.

**CHUNGKING, 14th USAAF communique—**Two Japanese light cruisers were damaged, one of them by two direct hits, when a single B-24 attacked an enemy naval convoy in the South China Sea northeast of Tourane during the night of 25 November. Another B-24 sank an enemy submarine chaser 50 miles northeast of Tourane.

### 28 NOVEMBER

**ADVANCED HEADQUARTERS ON LEYTE—Leyte:** Our naval units operating in the

NAVAL UNITS  
BOMBARD  
ORMOC

Camotes Sea bombed enemy positions at Ormoc. **Mindanao:** Reconnaissance units sank a 1000-ton freighter, destroyed a coastal vessel and damaged

another. **Borneo:** Patrol planes bombed shipping off the north coast and damaged a vessel near Miri.

**CAIRO, Middle East Air Force communique—**Bombers operating from Mediterranean bases attacked port installations at Nandracchio harbor, Rhodes, yesterday.

**CHUNGKING, 14th USAAF communique—**B-24s on 24 November sank two freighters in the Fort Bayard area of Luchow Peninsula and bombed the Kowloon docks at Hong Kong.

Further details from missions against Japanese shipping on the Yangtze River at Anking on 25 November reveal that in addition to a freighter sunk and two left sinking, as previously reported, three naval vessels were sunk.

### 29 NOVEMBER

#### U. S. Pacific Fleet Communique No. 192

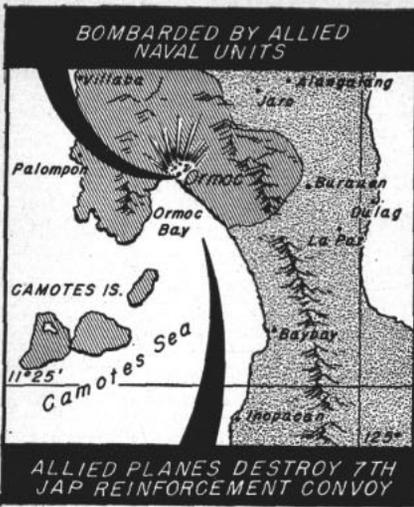
Liberators of the 7th AAF, escorted by Lightning fighters, dropped 112 tons of bombs on two airstrips on Iwo Jima in the Volcano Islands on 26 November. Our fighters shot down two of five to seven intercepting enemy planes. On 27 November Liberators dropped another 57 tons on one of the airstrips at Iwo Jima, causing fires and explosions. One enemy fighter was seen. Moderate antiaircraft fire was encountered, causing damage to one Liberator. On the night of 27 November a single Army Liberator attacked objectives on Iwo Jima.

Mitchells of the 2d Marine Aircraft Wing attacked shore installations at Haha Jima in the Bonin Islands on 26 November.

Corsairs of the 2d Marine Aircraft Wing and 7th AAF Liberators bombed enemy-held bases in the Palau group on 25 November. Buildings were set afire on Babelthup and fires were started on Arakabesan. Marine Corsairs bombed the airstrip on Yap on the same date. Hellcats of the 2d Marine Aircraft Wing attacked Palau Island on the night of 25 November.



See 26, 27 November.



See 28, 30 November.

Thunderbolts of the 7th AAF bombed and strafed the airfield on Pagan Island in the Marianas on 25 and 26 November. Two enemy planes were shot down over Pagan on 26 November. On 27 November Marine Corsairs again struck the airstrip.

The 2d Marine Aircraft Wing bombed the airstrip and radio station on Rota on 26 November.

The 7th AAF hit installations on Marcus Island on 27 November. One Liberator was damaged by antiaircraft fire.

Corsairs of the 4th Marine Aircraft Wing and Venturas of Fleet Air Wing 2 bombed fuel storage tanks and a power plant on Nauru on 27 November. A large fire was started and an explosion was observed. Intense antiaircraft fire was encountered.

Fleet Air Wing 2 also hit enemy-held bases in the Marshalls on 25 November and the 4th Marine Aircraft Wing continued neutralization raids in the Marshalls on 26 and 27 November.

**ADVANCED HEADQUARTERS ON LEYTE—Leyte:** The enemy continues his desperate efforts to reinforce and supply his troops at Ormoc. In a two-day and night battle our fighters destroyed three large cargo transports, ranging from 8,000 to 3,500 tons, four troop transports of from 2,000 to 1,000 tons, three troop transports of 750 tons and three escorting destroyers. Enemy planes unsuccessfully attempted to cover, seven being shot down.

The seven troop transports and one of the cargo transports were sunk well out at sea, and their troops estimated at 4,000 were lost. Two of the cargo vessels made port and partially unloaded before being destroyed. It is probable another reinforcing division was being brought in, as prisoners of war captured on the front stated they had been told a second Japanese infantry division was expected.

This is the sixth convoy destroyed and brings the enemy's losses at sea in attempts at reinforcements, to 21,000 men, 26 transports of an aggregate tonnage of 92,750 tons and 17 escort vessels.

**Visayas:** Our patrol planes damaged a 1,000-ton freighter off northern Cebu, another small freighter and a landing craft in Sibuyan Sea and a lugger in the Camotes Sea. . . **Mindanao:** Fighters yesterday sank a 1,000-ton freighter and set fire three others. . . **Lesser Sundas:** Our medium units, ranging over the Flores and Alor Islands, destroyed two coastal vessels, seven barges and damaged two others.

**Moscow, communique—**The fleet air arm of the Red Banner Baltic Fleet sank two German supply ships totaling 9,000 tons in the port of Lipala. In the Irbeni Straits our airmen sank two enemy patrol cutters.

### 30 NOVEMBER

#### U. S. Pacific Fleet Communique No. 193

Between 20 October and 26 November 81st Army division units killed 1,300 Japanese and captured 142 prisoners on the island of Peleliu in the Palaus. Main points of resistance offered by these remnants of the enemy garrison were the

caves on the island. Our forces lost 92 killed, 622 wounded and five missing.

Bombers and fighters of the 2d Marine Aircraft Wing attacked enemy-held bases in the Palaus on 27 November, setting fire to buildings on Babelthup and sinking one barge.

Venturas of Fleet Air Wing 2 bombed and strafed installations on Wake Island on 28 November. One plane was damaged by antiaircraft fire but returned safely. Installations on Haha Jima in the Bonins were hit by a Mitchell of the 2d Marine Aircraft Wing on 28 November.

Before dawn on 28 November a small force of Japanese bombers attacked Saipan and Tinian in the Marianas. A few bombs were dropped causing no damage. One enemy plane was destroyed and another probably destroyed.

Fighters of the 2d Marine Aircraft Wing bombed installations on Rota in the Marianas on 28 November. On the same date 7th AAF and Marine fighters bombed and strafed the airstrip on Pagan. One Japanese plane was destroyed on the ground.

Planes of the 4th Marine Aircraft Wing and Fleet Air Wing 2 made bombing and strafing attacks on Ponape in the Carolines on 28 November, encountering moderate antiaircraft fire.

Neutralizing attacks were continued on 28 November on Japanese-held bases in the Marshalls by planes of the 4th Marine Aircraft Wing and Fleet Air Wing 2.

**ADVANCED HEADQUARTERS ON LEYTE — Leyte:** Our planes have destroyed another convoy bound for Ormoc. A 9,000-ton troop transport and three small freighter - transports were sunk and a 5,000 - ton freighter and a destroyer were

### ANOTHER JAP CONVOY DESTROYED

set afire without being able to unload. All except one of the small freighters were struck by our fighters in divebombing attacks at masthead height. The small freighter was sunk by one of our night patrols.

Part of this convoy was caught off Masbate, part off Cebu and the small freighter off Mindoro. Loss of enemy life is estimated at 5,000. This is the seventh convoy destroyed and brings the enemy's losses at sea in attempts at reinforcement of Leyte to 26,000 men and 29 transports of an aggregate tonnage of 103,750 tons, in addition to 18 escort vessels.

Our naval units which bombarded Ormoc on 27 November discovered and sank an enemy submarine near the harbor.

**Borneo:** Medium units sank a small freighter and a barge off the northeast coast. Night patrol planes scored hits on a large enemy vessel west of Miri. . . **Halmahera:** Air and naval patrols attacked Niti Island and nearby targets on the mainland.

**WASHINGTON, 20th AAF communique—**Industrial targets in Tokyo were bombed Wednesday by B-29 aircraft of the 21st Bomber Command in the first night mission flown by the Saipan-based Superfortresses.

### 1 DECEMBER

#### U. S. Pacific Fleet Communique No. 194

Fires were started on two airstrips on wo Jima in the Volcanoes by bombs dropped from a force of 7th AAF Liberators on 28 November.

On the following day the same targets were again bombed by 7th AAF aircraft. Our bombers were intercepted by three to four Japanese aircraft, of which one was destroyed and another probably destroyed. Five of our airplanes suffered minor damage but all returned safely.

On the same date Mitchells of the 2d Marine Aircraft Wing and Army bombers struck at other targets in the Bonins and Volcanoes.

Army bombers and 2d Marine Aircraft Wing fighters attacked Japanese bases in the Palaus on 28 November. Hits were scored on a radio station on Arakabesan.

A supply dump was set afire by fighters of the 2d Marine Aircraft Wing in an attack on Babelthup in the Palaus on 29 November. A torpedo dump on the airstrip on Yap was also hit.

Gun positions on Rota in the Marianas were bombed on 29 November by fighters of the 2d Marine Aircraft Wing.

**ADVANCED HEADQUARTERS ON LEYTE—Leyte:** Our fighters bombed enemy supply

dumps and communications routes on Ormoc Bay and attacked a barge center in the Camotes Islands. . . **Borneo:** Night air patrols severely damaged a small enemy vessel in Brunei Bay. . . **Lesser Sundas:** Patrol planes ranging over the Flores Sea destroyed or damaged two coastal vessels and four barges.

**LONDON, Admiralty communique—**Carrier-borne aircraft of the Royal Navy, operating in weather conditions of extreme severity, have carried out further successful strikes against enemy shipping off the coast of Norway and against installations on the mainland.

The force on 27 November sighted an enemy convoy of a laden troop transport, two supply ships proceeding southward

under an escort of an armed trawler between Mosjoen and Roerвик, central Norway. A force of Barracuda, Firefly and Seafire aircraft attacked with bombs and cannon fire. Three hits with bombs were obtained on the transport, which was last seen burning fiercely and in a sinking condition. A supply ship of medium size, a small supply ship and the armed trawler were set on fire and driven ashore. It is considered that these three vessels were destroyed.

A large supply ship encountered to the northwest of Namsos was raked with gunfire and left listing and in flames. A naval auxiliary vessel and two armed trawlers which attempted to protect the supply ship were also attacked and set on fire. Other targets attacked included a medium-sized supply ship, a small supply ship and an armed escort vessel. All of these ships were damaged and left in flames.

In addition, oil tanks on the mainland were shot up. Neither casualties nor damage was sustained by His Majesty's ships or by aircraft which took part in these operations.

**Moscow—communique—**Our airmen attacked and sank off the coast of north Norway a German supply ship of 5,000 tons.

### 2 DECEMBER

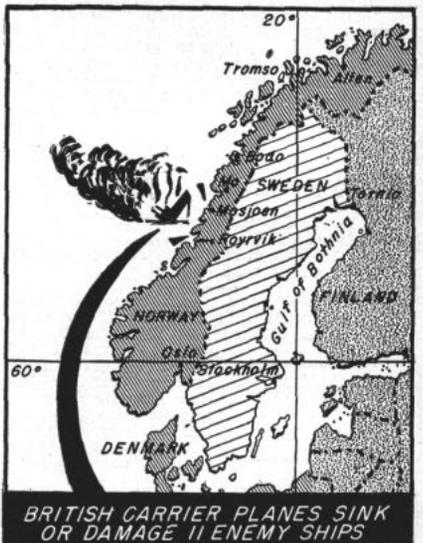
#### U. S. Pacific Fleet Communique No. 195

Liberators of the 11th AAF bombed installations on Paramushiru in the northern Kurils on 29 November. There was no enemy resistance.

Liberators of the 7th AAF dropped 57½ tons of bombs on the airstrip and other installations at Iwo Jima in the Volcano Islands on 30 November. Five enemy fighters offered slight resistance. Some of our planes were damaged by antiaircraft fire.

Corsairs of the 2d Marine Aircraft Wing bombed the airstrip and set fire to ammunition dumps on Babelthup in the Palau group on 30 November.

The 2d Marine Aircraft Wing bombed and strafed the airstrip on Pagan and the barracks area on Rota in the Marianas on 30 November.



See 1 December.

A Catalina of Fleet Air Wing 2 bombed defense installations on Wake Island on 29 November, meeting meager antiaircraft fire.

Neutralizing raids on enemy bases in the Marshalls were continued by aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing on 29 and 30 November.

**ADVANCED HEADQUARTERS ON LEYTE—Luzon:** Night patrol planes damaged a tanker off Palawan and a small freighter at Cebu. . . . **Halmahera:** Our fighter-bombers and light naval units attacked Miti. . . . **Lesser Sundas:** Patrol planes destroyed a coastal vessel at Flores Island.

**CHUNGKING, 14th USAAF communique**—The night of 1 December B-24s bombed installations in Samah Bay on Hainan Island, Fort Bayard on Luichow Peninsula and the Kowloon docks at Hong Kong.

### 3 DECEMBER

**ADVANCED HEADQUARTERS ON LEYTE—Leyte:** Light naval units patrolling the Samar Sea damaged a 4,000-ton vessel off northern Masbate, shot down one enemy plane and damaged another. . . . **Borneo:** Patrol planes off the north coast sank two freighters of 1,000 tons each and probably sank another. Heavy bombers based in Australia attacked an enemy convoy, scoring direct hits on a 3,000-ton freighter which sank within a minute. . . . **Ambon:** Patrol planes damaged nine schooners in the harbor.

**Moscow, communique**—Ships of the Red Banner Baltic Fleet, operating in the southern part of the Baltic Sea, sank a German supply ship.

### 4 DECEMBER

**Navy Department Communique No. 557**  
PACIFIC AND FAR EAST

1. United States submarines have reported the sinking of 20 vessels, including two combatant vessels—a light cruiser and a destroyer—as a result of operations against the enemy in these waters as follows: One light cruiser, one destroyer, 10 medium cargo vessels, one medium tanker, four medium cargo transports, three small cargo vessels.

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

#### U. S. Pacific Fleet Communique No. 196

7th AAF bombers struck at airstrips on Iwo Jima in the Volcanoes on 1 December. On the following day Navy search planes of Fleet Air Wing 1 joined with 7th AAF bombers to attack installations on Haha Jima and Iwo Jima. On the same date a force of Army Liberators bombed the airstrip on Iwo Jima. Light fighter opposition was encountered but we suffered no losses.

Attacking through intense antiaircraft fire, fighters of the 2d Marine Aircraft Wing hit and destroyed an ammunition dump on Babelthup in the Palaus on 1 December. One Corsair plane was destroyed, but the pilot was rescued.

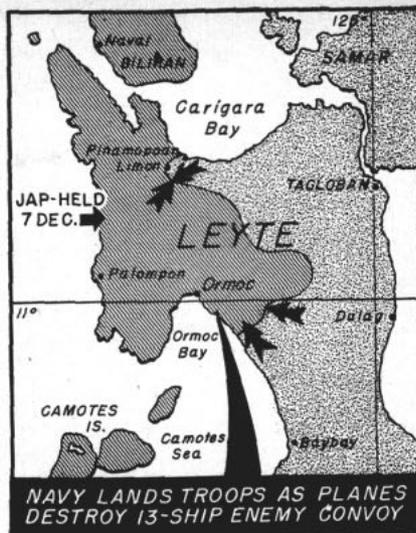
On 2 December bivouac and storage areas were bombed by Marine aircraft in the Palaus and buildings were destroyed on Babelthup. The airstrip on Yap was bombed by Marine fighters on the same day. 2d Marine Aircraft Wing fighters bombed installations on Rota in the Marianas and hit the airstrip on Pagan on 2 December.

Strafing and bombing attacks were made by Ventura of Fleet Air Wing 2 on Wake Island on 1 December. The enemy sent up moderate antiaircraft fire.

**ADVANCED HEADQUARTERS ON LEYTE**—Our naval units in the night off the west coast entered Ormoc Bay and, despite air attacks and shore fire, engaged three enemy vessels, believed to be destroyers, entering the harbor, sinking one and damaging a second. One of our destroyers was sunk by a floating mine. The majority of the crew was rescued. . . . **Visayas:** Patrol planes sank a tanker and a coastal vessel off Mindoro and damaged installations in the Camotes Islands. . . . **Borneo:** Heavy units on night reconnais-

**DESTROYER  
RAID OFF  
ORMOC**

what was probably a floating mine. The majority of the crew was rescued. . . . **Visayas:** Patrol planes sank a tanker and a coastal vessel off Mindoro and damaged installations in the Camotes Islands. . . . **Borneo:** Heavy units on night reconnais-



See 7 December.

sance flights off the north coast sank two 1,000-ton freighters and damaged three other vessels. . . . **Halmahera:** Air and naval patrols sweeping the coastlines set afire warehouses and attacked minor targets.

**CHUNGKING, 14th USAAF communique**—A B-24 sank a large freighter in the South China Sea 90 miles east of Hong Kong on the night of 3 December.

### 5 DECEMBER

**Navy Department Communique No. 558**  
PACIFIC AREA

1. The following vessels of the Central Pacific Force have been lost as a result of enemy action: YMS-19, YMS-385 and LCI(G)-459.

2. In addition to the above losses, the *Mount Hood*, ammunition ship, accidentally blew up and was lost at an advanced base in the central Pacific.

3. The PT-363 was lost as the result of enemy action in the Philippine area.

4. The next of kin of all casualties have been informed.

**ADVANCED HEADQUARTERS ON LEYTE**—Our fighters sank a small freighter in Ormoc Bay. Naval units bombarded shore targets and intercepted and sank a south-bound freighter near Masbate. . . . **Visayas:** Patrol planes sank three small freighters in the Sibuyan Sea. . . . **Borneo:** Patrol planes sank a 3,000-ton tanker off the north coast and a small freighter at Brunel Bay, damaged another at Kudat and strafed barges near Darvel Bay. . . . **Lesser Sundas:** Reconnaissance planes ranged over Flores and Alor Islands, damaging a coastal vessel and destroying a barge.

**ROME, naval communique**—It is reported from the Aegean that after dark yesterday evening, 4 December, concentrations of shipping in the main port of Rhodes were heavily bombarded by ships with the object of preventing the enemy from using these vessels for making sorties to neighboring islands in search of supplies. Ships engaged were the cruiser *Aurora* and the destroyers *Musketeer*, *Marne* and *Meteor*.

### 6 DECEMBER

**U. S. Pacific Fleet Communique No. 197**

Fighters of the 2d Marine Aircraft Wing destroyed a building on Babelthup in the Palaus on 4 December.

Gun positions on Rota in the Marianas were bombed by Marine fighters on 3 December. On the following day Marine fighters and bombers struck at the defense installations on the airstrip on Rota. Supply areas on Pagan in the Marianas were attacked by 7th AAF fighters and the airstrip was bombed by Marine fighters on 4 December.

An enemy bomber was shot down by fighters over Saipan on 4 December. No bombs were dropped. On 3 December a single Army Liberator bombed one of the airstrips on Iwo Jima in the Volcanoes. 7th AAF bombers attacked installations on Marcus Island airstrip on the same date. Bombers and fighters of the 4th Marine

Aircraft Wing bombed defenses on Ponape Island in the Carolinas on 3 December. One of our fighters was lost but the pilot was rescued.

Neutralization of enemy-held bases in the Marshalls was continued by aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing on 3-4 December.

#### ADVANCED HEADQUARTERS ON LEYTE

The enemy's line of reinforcement by water through Ormoc Bay has now been cut by our naval and air forces. . . . **Luzon:** Patrol planes destroyed a 1,000-ton freighter and damaged two others off Bondoc Peninsula. . . . **Visayas:** Night air patrols sank a 1,000-ton freighter off Bohol Island. . . . **Mindanao:** Patrol planes sank a coastal vessel and a fuel barge at Sarangani Bay. . . . **Borneo:** Heavy reconnaissance units attacked Papahag, an enemy seaplane base in the Tawi Tawi Islands. . . . **Lesser Sundas:** Air patrols destroyed a 1,000-ton freighter off the north coast of Flores.

**ROME, naval and air communique**—Ships of the Royal Navy and aircraft of the Balkan Air Force jointly attacked the island of Lussino in the northern Adriatic on the morning of 3 December. The British destroyer *Lamerton* with an LCT opened up a heavy bombardment from the eastern end of the island. The destroyer *Wilton* closed in at short range. At the same time the destroyers *Brocklesby* and *Quantock*, with two MTBs, approached from the west and carried out another prolonged bombardment at close range.

MTBs entered the harbor under enemy fire and destroyed three explosive motor craft, one of which was under way preparing to leave. A fourth boat probably was put out of action. All enemy targets were severely damaged.

**CHUNGKING, 14th USAAF communique**—B-24s sank a large Japanese freighter east of Shanghai on 4 December. On the same day P-51s struck a heavy concentration of enemy shipping on the Yangtze River at Pengsh. They destroyed one freighter, left two large freighters sinking and damaged eight others.

One Japanese freighter was probably sunk and another was damaged by B-24s operating 120 miles west of the southern tip of Formosa on 4 December. Two enemy freighters were damaged in Amoy harbor and three fighters were damaged at Amoy airfield.

On the night of 5 December B-24s bombed the Kowloon docks at Hong Kong, installations at Fort Bayard on the Luichow Peninsula and Samah Bay on Hainan Island.

**LONDON, Air Ministry communique**—Yesterday afternoon aircraft of the RAF Coastal Command made successful attacks on enemy shipping off Norway. Mosquitoes set on fire four medium-sized merchant ships and two small vessels lying stationary off the Norwegian coast, and Beau-fighters set on fire a medium-sized vessel in Orsten Fjord.

### 7 DECEMBER

**U. S. Pacific Fleet Communique No. 198**

About 10 enemy twin-engined Betty bombers attacked installations on Saipan in the Marianas in the early morning of 6 December. A few bombs were dropped on the island and strafing attacks were made.

One Army Superfortress bomber was destroyed and two others were damaged. Casualties to personnel were one killed, one seriously wounded and a number of others slightly wounded.

Island and ship antiaircraft guns shot down six of the attacking Japanese aircraft.

Enemy-held islands in the Marshalls were bombed by airplanes of the 4th Marine Aircraft Wing on 5 December as neutralization of those bases was continued.

#### ADVANCED HEADQUARTERS ON LEYTE

The 77th Division of the 24th Corps has landed in Ormoc harbor in the enemy's rear. In an amphibious operation, with air and naval support, the troops went ashore three miles south of Ormoc and are rapidly advancing northward.

Immediately after our own landing an enemy convoy of 13 vessels, consisting of four large transports of from 7,000 to 8,500 tons each, two freighter transports of 2,500 tons each and seven destroyers and destroyer escorts, were discovered approaching from

**WE LAND  
BEHIND JAPS,  
DESTROY CONVOY**

the north with strong air cover. Our air forces immediately attacked, and our own convoy in turn was set upon by the enemy's aircraft. A desperate melee resulted, in which all 13 vessels in the enemy's convoy were sunk without unloading. The transports were heavily packed with troops and 4,000 were estimated as lost.

We had one destroyer and one small transport hard hit by aerial torpedoes and, after transferring the crews, abandoned the ships and sank them.

Our fighters shot down 52 enemy planes and naval anti-aircraft fire destroyed 10. We lost five planes but rescued the pilots. At the close of the day our air force spotted and sank six small craft loaded with troops along the northwest coast of Leyte. *Luzon*: Patrol planes set afire a 1,000-ton freighter in Subic Bay. . . . *Visayas*: Air patrols exploded a 5,000-ton freighter and set afire another 1,000 tons and two coastal vessels. . . . *Mindanao*: Reconnaissance units sank a 2,000-ton cargo vessel off Davao and two small freighters in the Talaud Islands to the south. One of our convoys off the coast of Mindanao was attacked by enemy dive-bombers which sank one of our medium-sized cargo ships. The crew and passengers were rescued. . . . *Borneo*: Our medium bombers on patrol sank a 1,000-ton freighter off the northwest coast, damaged another of 2,000 tons off Hog Point,

## 8 DECEMBER

### U. S. Pacific Fleet Communique No. 199

A heavy force of Liberators of the 7th AAF and Fleet Air Wing 1, escorted by Lightning fighters of the 7th AAF struck at Iwo Jima, in the Volcanoes, on 7 December. Surface units of the Pacific Fleet bombarded shore installations on the islands in a coordinated attack on the same date.

These operations were carried out in cooperation with a heavy attack by the 21st Bomber Command.

### U. S. Pacific Fleet Communique No. 200

The air attack on Iwo Jima reported by communique 199 was conducted by a large force of aircraft, including a sizeable force of B-29s, 108 Liberators and 30 Lightnings. The B-29s encountered no anti-aircraft or fighter opposition and none were lost. The Lightnings encountered six Zeros, destroyed five and damaged one.

All the aircraft concerned were under the command of Lt. Gen. Millard F. Harmon, who has recently been signed to command the Strategic Air Force, Pacific Ocean Areas. His force will include the shore-based aircraft of Pacific Ocean Areas normally employed in offensive operations. He is also deputy commander of the 20th AAF.

The naval surface units which bombarded Iwo Jima on 7 December were under the command of Rear Admiral Allan E. Smith, USN.

Bombers of the 11th AAF scored hits on installations at Suribachi, in Paramushiro, in the Kurils, on 6 December.

Fighters of the 2d Marine Aircraft Wing strafed installations on Babelthuap, in the Palaus, on 5 and 6 December.

Marine Aircraft on the same date bombed the airstrip on Pagan, in the Marianas.

**ADVANCED HEADQUARTERS ON LEYTE—Leyte:** Our light naval units operating in the Camotes Sea intercepted and sank six small enemy vessels and left a seventh burning furiously. . . . *Luzon*: Night air patrols off Bondoc Peninsula sank a 9,000-ton transport and damaged a small freighter. . . . *Visayas*: Reconnaissance planes attacking enemy shipping at Mindoro, Romblon Island, Masbate and Cebu destroyed or severely damaged 13 freighters ranging in size from 300 to 800 tons. . . . *Moluccas*: Air and naval patrols attacked shore installations at night. . . . *Lesser Sundas*: Heavy units bombed Lombok, scoring hits on a jetty and damaging a 1,000-ton freighter and a coastal vessel.

## 9 DECEMBER

### U. S. Pacific Fleet Communique No. 201

Navy search planes of Fleet Air Wing 1 on 7 December bombed air strip installations on Iwo Jima in the Volcanoes from low altitudes encountering intense anti-aircraft fire. One of our planes was damaged but returned safely.

Fighters of the 2d Marine Aircraft Wing bombed the airstrip on Pagan and strafed



See 8 December.

and bombed installations on Rota in the Marianas on 7 December.

On 6 December Marine fighters strafed and bombed installations on Babelthuap in the Palaus.

Fliers of the 4th Marine Aircraft Wing and Fleet Air Wing 2 strafed and bombed enemy-held bases in the Marshalls on 7 December.

**ADVANCED HEADQUARTERS ON LEYTE—Luzon:** Night patrol planes damaged a light cruiser at Cavite and a small freighter west of Subic Bay. . . . *Borneo*: Reconnaissance planes at Tarakan damaged two freighters of 1,000 tons each and destroyed an oil-storage tank. . . . *Moluccas*: Air and naval patrols sank a coastal vessel and attacked shore positions.

## 10 DECEMBER

**ADVANCED HEADQUARTERS ON LEYTE—Luzon:** Patrol planes attacked enemy shipping at Manila and off Bondoc Peninsula, where three small freighters and two barges were damaged by strafing.

**CHUNGKING, 14th USAAF communique—**Aircraft in low level bombing and strafing attacks at Hong Kong harbor on 7 December sank a Japanese destroyer and more than 27,000 tons of enemy shipping. During the night of 7 December a B-24 sank a large enemy freighter 40 miles east of Hong Kong. The next morning

P-51s came into Hong Kong harbor at deck level in a surprise attack. An enemy transport was sunk. One large freighter was probably sunk and three others damaged. Shortly afterward two P-51s bombed and destroyed a Japanese destroyer.

**LONDON, Admiralty communique—**Carrier-borne aircraft of the Royal Navy, operating with ships of the Home Fleet have carried out further successful strikes against enemy shipping off the coast of Norway.

## 11 DECEMBER

### U. S. Pacific Fleet Communique No. 202

Liberators of the 7th AAF bombed air-strip installations on Iwo Jima in the Volcanoes on 8 and 9 December.

A Navy search plane of Fleet Air Wing 1 attacked targets on Haha Jima in the Bonins on 8 December.

Corsairs and Avengers of the 2d Marine Aircraft Wing bombed and strafed installations on Babelthuap in the Palaus on 8 December. On the following day Marine fighters again attacked targets on Babelthuap.

Fighters of the 2d Marine Aircraft Wing bombed Pagan airstrip in the Marianas on 8 and 9 December.

Planes of the 4th Marine Aircraft Wing and Fleet Air Wing 2 continued neutralization raids on enemy-held bases in the Marshalls on 9 and 10 December.

**ADVANCED HEADQUARTERS ON LEYTE—Borneo:** A 1,000-ton freighter in the harbor was sunk and another seriously damaged in the Tarakan and Balikpapan area. . . . *Lesser Sundas*: Air patrols damaged a coastal vessel at Timor and another to the northwest.

**CHUNGKING, 14th USAAF communique—**During the night of 9 December B-24s sank a large Japanese cargo vessel 120 miles east of Hong Kong.

## 12 DECEMBER

### U. S. Pacific Fleet Communique No. 203

One bomber of the Strategic Air Force attacked the airstrip on Iwo Jima in the Volcanoes on 9 December. On the following day a flight of Army Liberators from the same force made bombing attacks on the same target. Moderate anti-aircraft fire was encountered and two unaggressive enemy fighters were observed in the air. Eight of our planes were damaged by anti-aircraft fire but all returned safely.

On 10 December Navy search planes of Fleet Air Wing 1 bombed harbor installations at Chichi Jima in the Bonins. Marine fighters bombed and strafed air installations and other targets on Babelthuap in the Palaus on 10 December. Targets on the air strip on Pagan in the Marianas were bombed by a Navy search plane of Fleet Air Wing 1 and fighters of the 2d Marine Aircraft Wing on 10 December.

**ADVANCED HEADQUARTERS ON LEYTE—**An enemy convoy off the northwest coast of Leyte with a strong fighter escort was intercepted by our air force. Three transports, one of 10,000 tons, one of 5,000 tons and one of 4,000 tons, and three escorting destroyers were sunk and one destroyer and two medium-sized transports left dead in the water and burning. In addition our light naval units sank a cargo transport of 5,000 tons. Enemy troop losses by drowning are believed to have been heavy. Our own shipping was under attack and we sustained some damage and casualties. Fifty enemy planes were destroyed in combat. We lost eight fighters.

**ROME, Allied communique—**In the early hours of Sunday the U.S. destroyer *Ludlow* and the French patrol vessel *Sabre* met and engaged coastal craft to the south of Antibes. Two enemy vessels were sunk and their survivors captured. On the night of 9-10 December British destroyers carried out a successful bombardment of enemy positions on Rab Island, in the northern Adriatic to the east of Cherso.

**MOSCOW, communique—**Ships of the Red Banner Baltic Fleet sank in the Baltic Sea a German supply ship of 4,000 tons.

## 13 DECEMBER

**ADVANCED HEADQUARTERS ON LEYTE—**Three small enemy ships loaded with troops attempted to land in Ormoc Harbor under cover of darkness, apparently unaware that we held the town. They were promptly sunk with all on board by shore fire. . . . *Luzon*: Night patrol planes attacked enemy shipping at Manila and Cavite. . . . *Visayas*: Air patrols at night destroyed a 3,000-ton freighter-transport east of Mindoro. . . . *Borneo*: Patrol planes attacking waterfront installations at Sandakan started fires in the shipyards and scored hits on docks and sank or damaged five coastal vessels.

**LONDON, Air Ministry communique—**Yesterday afternoon Mosquitos of the RAF Coastal Command attacked shipping lying close inshore in the Nord Fjord on the coast of Norway. One medium-sized merchant vessel and a small coastal vessel were left on fire.

**MOSCOW, communique—**Ships of the Northern Fleet sank two enemy submarines.

## 14 DECEMBER

### U. S. Pacific Fleet Communique No. 204

1. Carrier-based aircraft of the Pacific Fleet on 13 December struck at harbor and airfield installations in and around Luzon in the Philippines. Preliminary and incomplete reports show that 14 Japanese airplanes were shot down and 77 were destroyed on the ground.

2. Bombers of the Strategic Air Force, Pacific Ocean Areas, attacked airstrip facilities on Iwo Jima in the Volcanoes on 10 and 11 December. On 12 December Liberators and Lightnings of the Strategic Air Force again attacked Iwo Jima, encountering intense anti-aircraft fire. Three to four unaggressive enemy fighters were airborne but all our planes returned safely.

3. Mitchells of the 2d Marine Aircraft Wing on 10 December struck at shipping around Haha Jima in the Bonins.

4. Bombers of the Strategic Air Force attacked the airfield on Marcus Island on 11 December.

5. Enemy installations on Pagan and Rota in the Marianas were bombed by

fighters of the 2d Marine Aircraft Wing on 12 December.

6. Marine fighters strafed supply areas and barges on Babelthuap in the Palaus and bombed an airfield on Yap on 11 December.

7. Navy search planes of Fleet Air Wing 2 encountered moderate anti-aircraft fire in a bombing attack on Wake Island on 12 December.

8. Fighters and divebombers of the 4th Marine Aircraft Wing continued neutralization of enemy bases in the Marshalls on 11 and 12 December.

**ADVANCED HEADQUARTERS ON LEYTE—Luzon:** Patrol planes by day destroyed three 1,000-ton freighters in Verde Passage off the southwest coast. . . . **Borneo:** Patrol planes sank two coastal vessels at Sandakan and bombed the waterfront at Brunei Bay.

**Moscow, communique—**A torpedo-carrying plane of the Red Banner Baltic Fleet Air Arm torpedoed an enemy supply ship of 6,000 tons in Danzig Harbor. Another German supply ship was sunk in the open sea by ships of the Baltic Fleet.

**15 DECEMBER**

**U. S. Pacific Fleet Communique No. 205**

Aircraft from carriers of the United States Fleet destroyed 133 Japanese airplanes on and over Luzon in strikes against air installations on that island on 13 and 14 December. These planes are in addition to those reported in Communique 204. In addition 90 more enemy aircraft were strafed and bombed on the ground.

Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed installations on the airstrips of Iwo Jima in the Volcanoes on 12 December. This attack is in addition to the attack reported in Communique 204.

On the following day Strategic Air Forces bombers struck at the same target. A single enemy fighter attacked our aircraft and was shot down.

**ADVANCED HEADQUARTERS ON LEYTE—**Our ground troops by an overwater movement from Leyte, 600 statute miles, have landed on the Island of Mindoro. In an amphibious operation of all services we have seized dominant beaches along the southern coast of this westernmost Visayan island.

The landing, which was effected with little loss, was preceded by local naval and air bombardment and an air neutralization of all enemy Philippine fields which destroyed 250 enemy planes. The landing was a complete surprise and met only minor opposition. The seizure of the island in the rear of Cebu, Negros, Panay and other intervening islands of the Visayan group threatens the supply and reinforcement of enemy troops there and renders them vulnerable.

The operation has driven a corridor from east to west through the Philippine archipelago, which is now definitely cut in two, and will enable us to dominate the sea and air routes which reach the China coast.

**16 DECEMBER**

**U. S. Pacific Fleet Communique No. 206**

Carrier-based aircraft of the Pacific Fleet on 13 December struck at enemy shipping and installations in and around Luzon in the Philippines.

The following damage was caused:

One medium oiler sunk at Lingayen, one medium cargo ship exploded and burning off Cape Bolinao, one small cargo ship destroyed west of Iba, three small cargo ships burned at Olongapo, two small cargo ships burning off Calatagan, three small cargo ships burning at San Miguel Bay, one large transport beached and burning at Subic Bay, one medium oiler, beached near Iba, set ablaze, one destroyer or destroyer escort damaged off Vigan, one destroyer and one destroyer escort damaged near Subic Bay, one destroyer in Manila harbor damaged, a large cargo ship and a small cargo ship, a destroyer escort vessel and another escort vessel were attacked in convoy.

Other damage to installations on Luzon included:

Four locomotives and six cars destroyed at San Fernando; buildings, fuel, and ammunition dumps destroyed at Angeles and Clark Fields; 15 railroad cars, a truck convoy and a sugar mill damaged in and near San Fernando.



See 10 December.

In an attack on Luzon on 15 December carrier-based aircraft of the Pacific Fleet destroyed 11 Japanese airplanes and damaged 48 more. The total of enemy aircraft destroyed during 13, 14 and 15 December in the Luzon area is 235 and the total damaged is 138. Meager air resistance was offered by the enemy. An attack was attempted on our surface units on 15 December, but all eight planes in the enemy force were intercepted and shot down. Repeated night attacks were launched from our carriers on 13, 14 and 15 December.

**CARRIER PLANES TAKE HEAVY TOLL OF JAP AIRCRAFT**

On 14 December Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed airstrip installations on Iwo Jima in the Volcanoes. Enemy anti-aircraft fire caused slight damage to some of our planes, but all returned safely. One of four attacking Japanese fighters was shot down.

Fighters of the 2d Marine Aircraft Wing bombed and strafed supply facilities on Babelthuap in the Palaus on 14 December. Aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing made neutralizing attacks on enemy-held bases in the Marshalls on the same date.

**ADVANCED HEADQUARTERS ON LEYTE—Mindoro:** Our naval units destroyed a crippled enemy destroyer seeking refuge in Pandarochan Bay. . . . **Visayas:** Patrol planes sank a small freighter off Panay and at Palawan damaged a 10,000-ton tanker and a gunboat. . . . **Borneo:** In attacks on scattered shipping four small cargo ships and 11 luggers were sunk or damaged. . . . **Moluccas:** Light naval units shelled shore defenses at night. . . . **Lesser Sundas:** A small freighter, a lugger and four barges were wrecked by our patrol planes.

**Moscow, communique—**The Red Banner Baltic Fleet air arm inflicted a blow on 14 December against enemy transport ships in the Port of Libau. As a result of the bombing six German transports aggregating 24,000 tons were sunk and one transport of 5,000 tons was damaged.

**17 DECEMBER**

**ADVANCED HEADQUARTERS ON LEYTE—Mindoro:** Our patrol planes strafed and set afire a coastal vessel and two small freighters off the north coast. A third freighter was damaged off the east coast. . . . **Visayas:** Patrol planes damaged and set afire two small freighters off Masbate. . . . **Borneo:** Night patrol planes damaged a 3,000-ton freighter-transport off the northeast coast.

**KANDY, Ceylon, Communique —** Destroyers of the Royal Navy have shelled Japanese positions northeast of Udaung, 12 miles south southeast of Maungdaw.

**ROME, allied communique—**In the early hours of 16 December a patrol of American and light British coastal craft met and engaged four northbound enemy lighters in Sestri Levante, southeast of Genoa. Torpedoes were fired and there were two hits, one lighter being probably sunk and

another damaged. Our craft came under fire but suffered no casualties nor damage.

**Moscow, communique—**The Air Arm of the Northern Fleet sank a 3,000-ton German transport in the Barents Sea.

**18 DECEMBER**

**Navy Department Communique No. 559**

PACIFIC AND FAR EAST

1. United States submarines have reported the sinking of 33 vessels, including 12 combatant vessels—a light cruiser, three destroyers, six escort vessels, a minesweeper and a mine layer—as a result of operations against the enemy in these waters as follows:

One light cruiser, three destroyers, six escort vessels, one minesweeper, one mine-layer, one large tanker, one medium tanker, 14 medium cargo vessels, two medium cargo transports, three small cargo vessels.

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

**ADVANCED HEADQUARTERS ON LEYTE—**Naval units report the destruction of a further 25 planes with 11 probables. In the last seven days 742 enemy planes have been destroyed or seriously damaged in the air neutralization of the Philippines by our air forces and the fast carriers of the 3d Fleet. . . . **Mindanao:** Patrol planes sank a lugger and damaged three small merchantmen. . . . **Borneo:** Heavy reconnaissance planes covering coastal sectors sank a small freighter and damaged five others.

**ROME, communique—**On the night of 15-16 December His Majesty's destroyer *Marne* intercepted an enemy assault craft and caïque near the island of Symi, north of Rhodes. A number of prisoners were taken. On the night of 16-17 December, near Mesco Point northwest of La Spezia, Anglo-American light naval forces attacked an enemy convoy. Three lighters were destroyed.

**19 DECEMBER**

**Navy Department Communique No. 560**

PACIFIC AREA

1. The USS *Mississinewa*, an auxiliary oiler, was recently lost in the central Pacific as a result of enemy action.

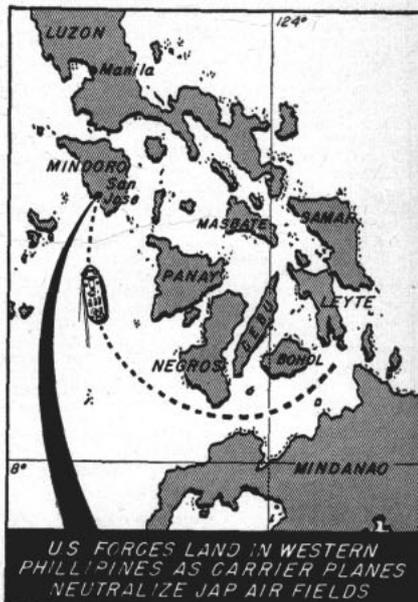
2. Next of kin of all casualties have been notified.

**U. S. Pacific Fleet Communique No. 208**

Further reports on carrier-based strikes against shipping in and around Luzon on 13, 14 and 15 December reveal the following additional damage to the enemy:

Sunk: One large oiler, one mine layer, seven small craft, five small vessels.

Damaged: One large transport, one medium oiler, one small oiler, one coastal defense vessel.



See 15, 16 December.

Revised information shows that cargo ships sunk were nine, cargo vessels damaged were nine, and small cargo vessels damaged were 17. These totals were previously reported as 10 cargo ships sunk, 10 cargo vessels damaged and 25 small vessels damaged. (Communique 207).

Our forces lost 27 planes in combat in the three-day action.

On 17 December Marine torpedo planes bombed defense installations on Rota in the Marianas.

On the same day Navy search aircraft bombed airstrip on Truk in the Carolines, encountering moderate antiaircraft fire. Four enemy fighters attacked our planes, but all returned safely.

Marine aircraft bombed and strafed targets on Babelthup in the Palaus on 17 December, setting two aircraft ablaze and destroying a barge, a motor launch and four trucks.

ADVANCED HEADQUARTERS ON LEYTE—*Visayas*: Light naval units at night sank three enemy barges off Cebu.

## 20 DECEMBER

### U. S. Pacific Fleet Communique No. 209

On 17 December Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed airstrip installations on Iwo Jima in the Volcanos, starting fires. On the following day Liberators of the same force returned to the attack, dropping more than 100 tons of bombs on Iwo Jima. Lightning fighters shot down one enemy aircraft and strafed targets on the ground.

Marcus Island airstrip facilities were bombed by Liberators of the Strategic Air

Force on 18 December. The enemy sent up moderate antiaircraft fire but all our planes returned safely.

Corsairs of the 2d Marine Aircraft Wing bombed and strafed storage areas on Babelthup, in the Palaus, on 18 December.

More than 150 fighters and bombers of the 4th Marine Aircraft Wing and Fleet Air Wing 2 bombed and strafed Maloelap Atoll on 18 December, as neutralizing attacks in the Marshalls were continued.

ADVANCED HEADQUARTERS ON LEYTE—*Mindoro*: Nine enemy planes were shot down by our light naval units and shore antiaircraft batteries.

## They Ran . . . but Won

(Continued from page 4)

a Japanese submarine. I asked for an escort. Three destroyers promptly arrived, and we weren't bothered by the submarine thereafter.

"The combined attack was a full-scale effort by the Japs. They even launched a torpedo attack just before retiring. From 12 to 24 torpedoes were fired at our formation by enemy DDs on our starboard quarter but from so far out—7,000 yards on a following

shot—that the torpedoes were practically played out when they reached us. A stray pilot from the *Saint Lo*, who was still in the air, exploded two of the Jap torpedoes by strafing them in the water long before they ever reached our formation.

"An air attack looked imminent that night but it never developed. About 30 planes trailed us for a full hour but failed to press an attack.

"Meanwhile, I had told Admiral Kinkaid [Vice Admiral Thomas C. Kinkaid, USN, Commander of the 7th Fleet, of which the CVE groups were a part] that we had suffered considerable battle damage and recommended that our force proceed to the port of our last anchorage. Permission was granted.

"Everyone performed in excellent fashion throughout the engagement. The pilots of our escort carriers, in my opinion, are tops. The escorts made a most gallant attack. No one was particularly excited and the work of rearming and getting our planes ready was carried out without excitement."

# High Security Classifications Retained on Findings and Opinion of Pearl Harbor Court of Inquiry

The following statement was issued by the Navy Department on 1 Dec. 1944:

Public Law No. 339, 78th Congress, approved 13 June 1944, directed the Secretary of War and the Secretary of the Navy, severally, to proceed forthwith with an investigation into the facts surrounding the Pearl Harbor catastrophe, and to commence such proceedings against such persons as the facts might justify.

A court of inquiry, consisting of Admiral Orin G. Murfin, USN, (Ret), Admiral Edward C. Kalbfus, USN, (Ret) and Vice Admiral Adolphus Andrews, USN, (Ret), with Comdr. Harold Biesemeier, USN, as judge advocate, was appointed on 13 July 1944. The court was directed to convene on 17 July 1944, or as soon thereafter as practicable, for the purpose of inquiring into all circumstances connected with the attack made by Japanese forces on Pearl Harbor, Territory of Hawaii, on 7 Dec. 1941; to inquire thoroughly into the matter, and to include in its findings a full statement of the facts it might deem to be established. The court was further directed to state its opinion as to whether any offenses were committed or serious blame incurred on the part of any person or persons in the naval service, and, in case its opinion was that offenses had been committed or serious blame incurred, to recommend specifically what further proceedings should be had.

The court of inquiry commenced its proceedings on 31 July 1944, and submitted the record of its proceedings on 20 Oct. 1944. During its investigation, the court took the testimony of 39 witnesses, and received

77 exhibits. Certain portions of the record of proceedings before the court, including the findings and opinion of the court, have been classified "Top secret," and the balance "Secret."

By letter dated 21 Oct. 1944, the Secretary of the Navy requested the Commander in Chief, U.S. Fleet, and Chief of Naval Operations to advise as to how much of the records of the Pearl Harbor Court of Inquiry bear such a relation to present military operations as to require high security classification.

The Commander in Chief, U.S. Fleet, and Chief of Naval Operations advised, in a letter dated 3 Nov. 1944, that a substantial part of the records of the Pearl Harbor Court of Inquiry bears such a relation to the national security and to current military operations as to make it essential that the information not be revealed publicly.

After thorough review of the record of proceedings of the Pearl Harbor Court of Inquiry, the Secretary concurs with the views of the Commander in Chief, U.S. Fleet, and Chief of Naval Operations, as expressed in his letter of 3 Nov. 1944, and accordingly has directed that in the best interests of the present and future military operations of the United States, the existing "Top secret" and "Secret" classifications of the record must be continued. The record of the court will not be made public while the war is in progress.

The net result of the findings of fact and opinion of the Pearl Harbor Naval Court of Inquiry, as reviewed by the Judge Advocate General of the Navy, the Commander in Chief, U.S. Fleet, and Chief of Naval Op-

erations, and by the Secretary of the Navy is that the evidence now available does not warrant and will not support the trial by general court martial of any person or persons in the naval service.

The Secretary in his findings upon the evidence before the court of inquiry and all the other proceedings in the matter to date, has found that there were errors of judgment on the part of certain officers in the naval service, both at Pearl Harbor and at Washington.

The Secretary is not satisfied that the investigation has gone to the point of exhaustion of all possible evidence. Accordingly, he has decided that his own investigation should be further continued until the testimony of every witness in possession of material facts can be obtained and all possible evidence exhausted. Some of the testimony will be much delayed because certain witnesses who are actively engaged in combat against the enemy are not available and will not be available within the predictable future. The present decision of the Secretary will be reviewed when the investigation has been finally completed in the light of the evidence then at hand.

The Secretary makes this personal statement: "In reaching the above conclusions and decisions I am fully mindful of the wide and legitimate public interest in the Pearl Harbor attack. However, there is one consideration which is paramount to all others, and that is: What will best serve the continued successful prosecution of the war? The actions I have taken in my judgment, are taken in the light of that consideration, and I accept full and complete responsibility for them."

# School Credit

*Continued from page 18)*

sufficient credit to win their university degrees. As in the case of high schools, the colleges likewise recommended other courses for men and women who still lacked sufficient credit for degrees.

So that personnel may take advantage of the accreditation program, details of which were announced in BuPers Circ. Ltr. 349-44 (NDB, 30 Nov. 1944, 44-1323), USAFI Form 47 has been provided. This application blank, which is filled out by the individual requesting credit, is certified by an officer appointed by the CO. The certifying officer then mails the application to the school designated by the applicant. It is later returned by the school with information showing accreditation action taken and may have recommendations for additional courses to be taken. Copies of this form may be obtained from the Educational Services Officers at stations and from the executive officer on ships or by writing to BuPers, attention of Educational Services Section, or to USAFI headquarters, Madison, Wisconsin, or USAFI branches.

## Help On Jobs

Personnel who wish to keep former or prospective employers advised of their training and experience gained while in the service may use the same form.

In addition to this form, a further aid is presented personnel on discharge or release from the service. This form, Notice of Separation from the U.S. Naval Service, NavPers 553, described in BuPers Circ. Ltr. 271-44 (NDB, 15 September 1944, 44-1077), when filled in, includes a concise statement of the length and nature of service and of experience, training and education which the man or woman gained while in the service. He will also be given a form which will contain a complete description of the ratings held and an analysis of the jobs or billets filled while in the service. It is felt that such information will assist discharged personnel in getting good civilian jobs for which they are qualified.

On page 19 are some representative samples, taken from the American Council on Education handbook, of the amount and type of credit which the council recommends that schools grant for service training. Studies are now being made in the evaluation of Navy training courses used for advancement in rating, Educational Services off-duty classes, USAFI correspondence and self-teaching courses, and other subjects, taught in armed forces service schools. As studies are completed by the committees appointed by the council, recommended credits will be published in the handbook.

Personnel interested in information concerning the amount of credit which has been recommended for courses which they have had or wish to take may consult their educational services officer, who will also assist in making applications for accreditation or in filling out forms to be submitted to former or prospective employers.

# MONTH'S ALNAYS IN BRIEF

No. 206—Sets visual requirement at 12/20 in each eye (correctible to 20/20), and binocular vision of 15/20, for transfer of commissioned and warrant reserve line officers from special service to general service classification and states that physical qualifications for such transfer do not apply to staff corps and naval aviators.

No. 207—Deals with submission and suspension of battle reports required in Navy Regs, Arts. 948 and 712.

No. 208—Deals with transportation and sale of beer and ale and forbids consumption or sale on any naval vessel.

No. 209—Cancels BuPers Circ. Ltr. 306-44 (NDB, 15 Oct. 1944, 44-1184) relative to changes in regulations concerning midshipmen, Merchant Marine Reserve. (INFORMATION BULLETIN, Nov. 1944, p. 75.)

No. 210—Deals with preparation of the Ration Record, S. & A. Form 45, for the second quarter ending 31 December 1944 and sets maximum amount of unused allowance to be carried forward to third quarter.

No. 211—Reduces extra war risk rate for members of Navy Mutual Aid Association, and provides for continuation of present extra hazardous duty rate for aviation and submarine members through 1945.

No. 212—Cancels Alnav 171-44 (NDB, 15 Sept. 1944, 44-1038) which requested applications from officers for School of Military Government.

No. 213—Suspends all EFM cable service, except for emergency messages, between 6 and 26 Dec. 1944.

No. 214—Provides for additional entries to be made on Form FA Card (individual statistical report of patient) and on health record.

No. 215—States that, to reduce duplication, Division Commanders may submit composite action reports where practicable for ships in division.

No. 216—Announces appointment to next higher rank, to rank from 1 Dec. 1944, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within 2 Aug. 1943 and 1 Sept. 1943 inclusive, and of those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 217—Announces appointment to chief warrant rank for temporary service, to rank from 1 Dec. 1944, of those warrant officers on active list of regular Navy whose dates of rank are within the period of 2 Aug. 1943 to 1 Sept. 1943 inclusive, and of those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 218—Calls for applications to reach BuPers not later than 1 March 1945 from reserve and temporary officers and regular Navy officers, classes 1940 to 1943, inclusive, for year's training in applied communications.

Candidates should have completed mathematics through quadratics, must not be over 27 years of age as of 30 July 1945, have at least one year's sea duty as of 1 Feb. 1945, meet physical requirements of general line officer of regular Navy and have had sufficient communications duty to indicate suitability for further training.

No. 219—Authorizes disbursing officers of NTCs, midshipmen schools and naval air stations to continue pay records opened for men enlisting or reporting for active duty from civil life, appointed midshipmen or commissioned between 21 and 31 December, inclusive, and states that such records shall not be closed 31 December when subsequently received by other disbursing officers.

No. 220—States procedure for disbursing officers to follow in making current credits and checkages on pay records prior to closing on 31 December.

No. 221—States that advance payments for personnel officially reported missing or captured by enemy, and later returned to naval jurisdiction, shall not exceed three months' full pay and that no action is to be taken pending receipt of full information from Bus&A toward crediting unpaid balance or registering, entering or charging allotments or family allowances; sets forth procedure to follow in opening temporary casualty pay records for survivors, current casualties and individuals returned from missing status of less than 90 days duration.

No. 222—Puts periodic fitness reports for officers of the Navy (not Marine Corps and Coast Guard) on semi-annual schedule.

No. 223—Commends the naval service for success of 1-7 December extra war bond drive, in which purchases by Navy personnel totaled \$61,424,720 as compared with \$23,029,164 during similar period in 1943 and \$47,843,122 during Independence Day 1944; announces that forces afloat tripled purchases during 1944 and that approximately one billion dollars have been saved by members of the Navy, Marine Corps and Coast Guard through war bond purchases since beginning of Navy bond program.

No. 224—Establishes Navy Unit Commendation (see page 75).

## ANSWERS TO QUIZ ON PAGE 35

1. Revenue Cutter and Life Saving.
2. Jet-Assisted Takeoff.
3. (c).
4. (c).
5. (b).
6. The one on the left, which is Japanese. The one at right is Dutch.
7. (a) oil storage barge, (b) survey ship, (c) aircraft repair ship.
8. Seven.
9. (a) the platform leading from ship to dock, (b) a strip of metal above a porthole, (c) the bottom of the mast, (d) the extreme forward part of a ship.
10. True: Leyte is 2,799 square miles, Rhode Island 1,214.
11. Saipan. Tokyo is 1,266 airline nautical miles from Saipan, 1,881 from Kiska.
12. All except St. Nazaire.
13. Tarawa, Kwajalein, Tinian, Morotai, Angaur, Leyte.
14. (c).
15. False.

# 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 Four Subs, Two LCTs and Marine Division

Four submarines, two tank landing craft and the 4th Marine Division, Reinforced, have received Presidential Unit Citations for outstanding performance in combat.

These included the second award to the USS *Guardfish*, cited for her bold raids on Japanese shipping during her eighth war patrol. She struck fiercely at combatant units and heavily escorted convoys and inflicted severe damage in important vessels sunk or damaged.

The USS *Tang* was cited for distinguished service during her first three war patrols in Japanese-controlled waters. Besides sinking thousands of tons of enemy shipping, she braved treacherous reefs off the coast of an enemy stronghold to rescue 22 naval aviators in seven pick-ups within close range of hostile shore batteries.

The citation was awarded to the USS *Rasher* for striking hard at heavily escorted Japanese convoys during her first, third, fourth and fifth war patrols. In bold defiance of watchful and aggressive enemy air patrols she penetrated deep into forward areas, inflicting tremendous losses in thousands of tons of valuable shipping sunk or damaged.

The fourth submarine, the USS *Silversides*, was cited for daring tactics in the face of particularly hazardous conditions during her fourth, fifth, seventh and tenth war patrols in Japanese-controlled waters. In audacious defiance of heavy enemy escorts and air opposition, she struck repeatedly at every quarter with devastating results to the Japanese, destroying 24 ships and damaging 12.

Defying terrific artillery and machine-gun fire, the *LCT(5) 30* went

through mined waters off the coast of Normandy, ramming and breaching enemy-placed obstacles at full speed to clear a channel for the assault waves standing off shore. She boldly fought it out with enemy shore guns and, by her gallant example, inspired the remaining craft to follow with their vehicles and men.

The *LCT(6) 540* was rocked by blasts from German 88-mm. cannon as she approached the Normandy beach, her gun turrets wrecked, fires blazing aboard, her officer-in-charge killed and eight of her men casualties. She hit the beach on schedule and operated 24 hours a day until 9 June, beaching her cargo while still under fire and returning repeatedly to place equipment, supplies and troops ashore.

Valiantly storming the fortifications of Saipan on 15 June, the 4th Marine Division, Reinforced, blasted the stubborn defenses of the enemy in an undeviating advance over perilously rugged terrain. Despite heavy casualties, it pursued the Japanese for 25 days, crushing all resistance in its zone of action. After a brief rest the division hurled its full fighting power against the narrow beaches of Tinian on 24 July. Unchecked by natural obstacles or hostile fire, it swept Japanese forces before it and ravaged all opposition within eight days.

## Sub CO Wins 3 Navy Crosses

For extraordinary heroism as commanding officer of a submarine which sank nine Japanese ships, damaged three, damaged and probably sank another and sank an additional 18,000 tons of enemy shipping, Comdr. John S. Coye Jr., USN, Worcester, Mass., has been awarded the Navy Cross and two gold stars in lieu of a second and third. His ship, the USS *Silversides*, recently received the Presidential Unit Citation (see first column).

The first Navy Cross was awarded to Commander Coye for courageously and repeatedly delivering skillful torpedo attacks on two occasions, sinking four enemy vessels and probably sinking another. His attack on a heavily escorted convoy which resulted in the sinking of shipping totaling over 18,000 tons merited the second award. He received the third Navy Cross for torpedo attacks which sank five enemy ships totaling 23,600 tons and damaged three others totaling 18,000 tons.



Gold Star in Lieu of Second  
NAVY CROSS

★ Lt. (jg) Phil H. Bucklew, USNR, Ashville, Ohio: As scout boat officer during the invasion of Normandy, he embarked in one of the first craft to approach the strongly defended coast and succeeded in locating the beaches to be assaulted. Despite heavy surf and harassing enemy fire, he led the first wave of tanks to the beach and took up his station near the beach to act as a guide. Under heavy enemy fire he rescued wounded personnel from the water near their burning landing craft and carried them to safety.



NAVY CROSS

★ Comdr. Stanley M. Barnes, USN, Cambridge, Mass.: As commander of a motor torpedo boat squadron during the Tunisian and Sicilian campaigns, he often personally led his squadron in carrying out patrol and reconnaissance missions of inestimable value to our forces, and made daring raids on hostile shipping. From 1 to 20 Aug. 1943, he directed offensive sweeps which resulted in the capture of the Eolie Islands, contributing materially to the advance of the 7th Army toward Messina.

★ Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action): As commander of a carrier-based fighter squadron in the vicinity of the Marianas on 19 June 1944, he led component parts of his squadron to intercept Jap planes attempting to reach our fleet and personally accounted for three of the 60 Jap planes destroyed. Later he led the six planes remaining aboard his carrier to Guam and, in the face of overwhelming odds, shot down two enemy planes and contributed to the destruction or rout of the remainder.

★ Comdr. Seymour D. Owens, USN, Marblehead, Mass. (posthumously): Detailed to cover the left flank of a feint landing south of Tinian town to draw enemy fire away from the actual landings to the north, he maneuvered his ship perilously close inshore in the face of heavy fire from Japanese coastal defense guns and skillfully directed effective fire support for the boat waves until he was killed at his post.

★ Lieut. Frank M. Hall, (MC) USNR, Jamestown, N. Y.: In charge of a naval beach party medical team during the invasion of Normandy, he swam three miles to shore when his own

## British Honor 5 Officers And Men of U. S. CVE

The British Government recently decorated three American naval officers and two enlisted men who served aboard a U. S. escort carrier defending a convoy. The Distinguished Service Cross was awarded to Comdr. (then Lt. Comdr.) William M. Drane, USN, Clarksville, Tenn.; Lt. Comdr. (then Lieut.) Howard S. Roberts, USNR, Whittier, Calif., and Lt. (jg) William F. Chamberlain, USNR, Aberdeen, Wash.; the Distinguished Service Medal to James O. Stine, ARM1c, USNR, Ozark, Mo., and Wrex C. Boyd, AOM2c, USNR, Las Vegas, Nev.

# NAVY CROSS AWARDS



Stanley M. Barnes  
Comdr., USN



Charles W. Brewer  
Comdr., USN



John S. Coye Jr.  
Comdr., USN



Seymour D. Owens  
Comdr., USN



Frank M. Hall  
Lieut., (MC) USNR



William E. Peterson Jr.  
Lieut., USNR



Charles S. Potter  
Lieut., USNR



Grant G. Andreasen  
Lt. (jg), USNR



Stuart L. Brandel  
Lt. (jg), USNR



Phil H. Bucklew  
Lt. (jg), USNR



John R. Cox Jr.  
Lt. (jg), USNR



William M. Jenkins  
Lt. (jg), USNR



Kenneth S. Norton  
Lt. (jg), USNR



Lawrence S. Karnowski  
Ens., (CEC) USNR



William L. Wilhoit  
Ens., USNR



James W. Daugherty  
CWT., USNR

Photographs not available of Lt. (jg) John R. Rock, USNR; Loran E. Barbour, ACOM, USNR; John H. Line, GM2c, USNR; Frederick L. Erickson, Cox., USNR; Report of citation of James W. Daugherty, CWT, USNR, appeared in the December 1944 issue of the INFORMATION BULLETIN, p. 56.

landing craft was sunk. Completely unmindful of his own danger, he labored under terrific enemy fire with such meager supplies as he was able to salvage from the dead and wounded. He assumed command of all medical work on an additional beach when it was determined that the officer-in-charge was missing in action, and skillfully covered two beaches without relief until the afternoon of D-day-plus-two.

★ Lieut. William E. Peterson Jr., USNR, Burlington, Vt.: As commanding officer of an LST in the Southwest Pacific, he opened up a barrage of accurate antiaircraft fire when Jap dive-bombers attacked at 500 feet, and sent two planes crashing in flames. When a direct bomb hit started fires in ammunition and gasoline compartments and wounded many members of the crew, he calmly organized fire and rescue parties. His presence of mind and devotion to duty undoubtedly saved his ship and the lives of many members of his crew.

★ Lieut. Charles S. Potter, USNR, New York, N. Y.: Although wounded by enemy shell fire during the assault on Normandy, he refused to be hospitalized. When all personnel had been ordered to take cover, he fearlessly exposed himself in order to direct incoming assault waves to successful landings.

★ Lt. (jg) Grant G. Andreasen, USNR, Homer, Idaho: As scout boat officer during the invasion of Normandy, he succeeded in the highly important mission of locating the beaches to be assaulted and went in close to the beach to act as a guide for the approaching wave of DD tanks. From an advanced position he fired rockets from his craft at target objectives and rendered close fire support to the infantry assault waves. Later he rescued wounded personnel from burning landing craft under heavy enemy fire and carried them to safety.

★ Lt. (jg) Stuart L. Brandel, USNR, Los Angeles, Calif.: As a naval gunfire liaison officer during the invasion of France he established radio communication with a cruiser when his boat was twice driven off in attempting to land and was thus able to fire several effective missions at a critical juncture. After landing he took over the duties of his seriously wounded forward observer and called for and adjusted fire which was of marked effect on enemy positions.

★ Lt. (jg) John R. Cox Jr., USNR, Los Angeles, Calif.: As executive officer of the YMS 24 during minesweeping operations in support of the invasion of southern France, he took charge when his commanding officer became a casualty and labored to save his ship after her bow had been blown off by a mine. Failing in this, he directed the removal of the wounded and risked his life by entering every compartment in search of missing or trapped men. When another mine exploded under the stern of one of the rescue vessels alongside, he jumped into the water between the two foundering craft and rescued a critically injured man who was in danger of drowning.

★ Lt. (jg) William M. Jenkins, USNR, Everett, Wash.: As officer-in-charge

of a naval combat demolition unit during the invasion of Normandy, he and his crew accomplished the difficult task of blowing a 50-yard gap in beach obstacles despite the fact that the LCT to which he was assigned sank prior to H hour. When the party's CPO was killed while preparing a demolition charge, he completed the task himself, and personally placed a number of charges.

★ Lt. (jg) Kenneth S. Norton, USNR, Oberlin, Kans.: As a naval gunfire liaison officer in the assault on Normandy, he landed with the first wave of rangers and was one of the first up the cliff at Pointe du Hoc. When the rangers were surrounded by enemy troops in superior numbers, he called for and adjusted fire in great volume and with marked accuracy. Without this accurate fire the rangers probably could not have survived. He was wounded on the evening of D day but continued his efforts and, after being treated on the USS *Texas*, returned to the battlefield and resumed his duties.

★ Lt. (jg) John R. Rock, USNR, San Francisco, Calif.: Observing that another LCT(5) was in a sinking condition during the invasion of France, with the officer-in-charge severely wounded, he left his own ship in command of his assistant and boarded the sinking craft. He successfully beached the stricken LCT(5) and discharged its load. When it was completely disabled by enemy shells, he swam ashore for medical assistance, despite the handicap of a broken arm.

★ Ens. Lawrence S. Karnowski, (CEC) USNR, Lawrence, Kans.: As officer-in-charge of a naval combat demolition unit during the invasion of Normandy, he succeeded in clearing a 50-yard gap through enemy beach obstacles under heavy artillery and rifle fire. He exposed himself to enemy fire to rescue a wounded member of his crew who was in danger of drowning in the rising tide. Time after time he returned alone to place charges to widen the gap after the rest of his crew had been killed or wounded.

★ Ens. William L. Wilhoit, USNR, Atlanta, Ga.: Severely wounded during the first moments of the assault on Normandy when nine shattering blasts from German 88-mm. cannon crippled his ship, killed his officer-in-charge and injured seven crewmen, he assumed command of the LCT(6) 540. Despite his extreme youth and lack of combat experience, he maneuvered the now unwieldy craft toward the beach through obstacles and mines. During the ensuing four days he carried on in the repeated landing of equipment, supplies and troops, inspiring his crew to supreme effort.

★ Loran E. Barbour, ACOM, USNR, Vallejo, Calif.: In command of a naval demolition unit during the invasion of Normandy, he showed exceptional bravery, leadership and initiative in placing of charges and the blowing of a 50-yard gap in enemy beach obstacles. Although severely wounded, he calmly directed the marking of the gap through which troops could be landed, and later supervised the evacuation of casualties.

★ John H. Line, GM2c, USNR, Harrisburg, Pa.: As a member of a naval demolition unit during the invasion of Normandy, he landed on the beach at H-hour-plus-3-minutes and assisted in blowing a 50-yard gap in the obstacles on the beach. Although half of the crew were killed before the mission was completed, he carried on in the face of heavy gunfire. Later, he directed incoming craft through the gap and exposed himself on numerous occasions while administering to and removing wounded personnel to places of safety.

★ Frederick L. Erickson, Cox., USNR, Des Moines, Iowa: While serving as helmsman in an LST during operations against Lae on 4 Sept. 1943, he was severely wounded by the impact of a direct bomb hit which blew him out of the pilot house. Upon recovering consciousness he returned to his battle station and, despite acute pain and waning strength, gamely endeavored to hold the stricken ship on her course until he was relieved by one of his shipmates.



Gold Star in Lieu of Third  
DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Marc A. Mitscher, USN, Oklahoma City, Okla.: As Commander Fast Carrier Task Forces, Pacific, in the Central and Western Pacific from 19 March to 27 Aug. 1944, he led his forces in daring and brilliantly executed attacks against heavily fortified Japanese bases at Palau, Yap and Woleai. Forces under his command covered our amphibious landing at Hollandia, carried out a two-day attack on Truk, Satawan and Ponape in preparation for the invasion of Saipan. During the early stages of the actual landing he sighted the Japanese fleet at maximum range and launched an attack with planes of his Task Force 58, first disrupting an enemy sortie threatening the operation and then winning the Battle of the Philippine Sea.

★ Vice Admiral Richmond K. Turner, USN, Carmel, Calif.: As Commander Joint Expeditionary Force in action against the enemy-held Marianas Islands from 24 May to 12 Aug. 1944, he handled the ever-changing complexities of his assignment with marked facility and decisive judgment and conducted the operations of his command boldly



Admiral Turner

and with superb tactical ability. Working tirelessly in direct command of the Northern Assault Force which attacked Saipan, he organized antisubmarine and antiaircraft defenses and correlated air, naval and ground forces to blast through the enemy's strong defenses and wage the relentless, devastating battle which resulted in the capture of this important stronghold.



Gold Star in Lieu of Second  
DISTINGUISHED SERVICE MEDAL

★ Rear Admiral Richard L. Conolly, USN, Waukegan, Ill.: As a group commander of the amphibious forces of the Pacific Fleet, he brought the officers, men and ships of his command to a high state of combat readiness in preparation for our assault on the island of Guam. He led the determined armada into dangerous, enemy-controlled waters where he unleashed the full power of his force in a furious onslaught which crushed the enemy's fanatical resistance and annihilated the objective in a minimum of time.

★ Rear Admiral Harry W. Hill, USN, Washington, D. C.: As a group commander of the amphibious forces of the Pacific Fleet and second in command of the Saipan attack force he personally supervised the ship-to-shore operations of assault and garrison-force vessels with excellent control. Following the Saipan invasion, he was placed in full command of the Tinian attack force, and skillfully coordinated his units for a furious onslaught which crushed the enemy in a minimum time despite extremely unfavorable weather toward the end of hostilities.

★ Rear Admiral Spencer S. Lewis, USN, Calvert, Tex.: As commander of a naval task force prior to and during the invasion of southern France, he exercised sound judgment and keen foresight in planning the invasion operations. By the effective organization of beach maintenance operations, he assisted in enforcing the early capitulation of the strategic ports of Toulon and Marseilles.

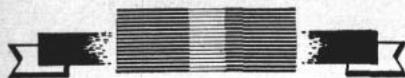
★ Rear Admiral Alfred E. Montgomery, USN, Norfolk, Va.: As commander of a task group of carriers and screening vessels in operation against Japanese forces from March through June 1944 he enabled his aircraft to inflict great damage on enemy shipping and shore installations at Palau, Marcus and Wake Islands and at Hollandia. His task group participated in the battle for the Marianas, contributing in large measure to the overwhelming destruction of enemy air resistance and the crippling of important units of the Japanese fleet.

★ Rear Admiral John W. Reeves Jr., USN, Coronado, Calif.: As commander of a task group of carriers and screening vessels in operation in the Pacific from March through June 1944 with brilliant tactical skill and exceptional foresight he enabled his intrepid fliers to attack hostile shipping and shore installations at Palau and Yap with exceptional



Admiral Reeves

success. In the battle for the Marianas his superbly coordinated forces contributed in large measure to overwhelming destruction of enemy air resistance and the crippling of important units of the Japanese fleet.



**DISTINGUISHED SERVICE MEDAL**

★ Vice Admiral Willis A. Lee Jr., USN, Owenton, Ky.: As Commander, Battleships, Pacific Fleet, and commander of a task group operating against Japanese forces from April through June 1944 he skillfully maneuvered his ships to form a screen for our carrier units throughout numerous engagements. He directed the bombardment of shore installations at Ponape and Saipan. On 19 June when our task force was subjected to a full scale attack by Japanese carrier-based aircraft he directed the movements of his ships for maximum effectiveness.

★ Vice Admiral Alexander Sharp, USN, Welcome, Md.: As commander of a battleship division and commander of a major task force in the Atlantic from November 1941 to October 1944, he discharged the multiple responsibilities of his command with splendid success and consistently maintained his forces in a high state of combat efficiency. As Commander, Service Force, he furnished effective logistic support for naval forces afloat in the Mediterranean and eastern Atlantic and for outlying bases in the Atlantic and European theaters.

★ Rear Admiral Joseph J. Clark, USN, Jacksonville, Fla.: As commander of a task group of carriers and screening vessels in the Pacific area from April through June 1944 he rendered invaluable assistance to our landing forces during the invasion of Hollandia and later, at Truk, helped to neutralize shore installations and planes. He contributed in large measure to our victories during the battle of the Marianas and attack on the Bonin Islands.

★ Rear Admiral William M. Fechter, USN, San Francisco, Calif.: Directing landing operations at Los Negros, Humboldt Bay, Biak, Noemfoor Islands, and Cape Sansapor, he formulated highly efficient and flexible plans which proved of inestimable value, particularly on occasions when major landing activities required sudden changes. His close cooperation with Army and Air Force commands was largely responsible for the execution of precisely timed operations over wide areas.

★ Rear Admiral Frank J. Lowry, USN, Cresco, Iowa: As commander of a task force prior to and during the invasion of southern France he led an Allied task force to the assault area and directed landing of assault troops, supplies and mechanized equipment of the Allied 7th Army. The effective organization of maintenance activities under his inspiring command facilitated the landing of follow-up French divisions and the early capitulation of Toulon and Marseilles.

★ Rear Admiral Bertram J. Rodgers, USN, Pittsburgh, Pa.: As commander of a naval task force prior to and during the invasion of Southern France, he achieved brilliant success in the landing of assault troops, supplies and mechanized equipment of the 7th Army. His efficient direction of unloading operations of convoys were contributing factors in sustaining the

rapid advance of our ground forces into enemy-held territory.

★ Rear Admiral Ernest G. Small, USN, Great Neck, N. Y.: Commanding the cruisers of a fast carrier task group during operations against the Gilberts, he provided decisive support for our amphibious landings at Tarawa and Abemama. Handicapped by limited forces and with but little air support in our assault on the Marshall Islands, he succeeded in neutralizing important Japanese bases at Wotje and Maloelap. He worked tirelessly during the powerful carrier strike against Palau, Yap and Woleai on 29-30 March and 1 April.

★ Capt. Daniel V. Gallery Jr., USN, Vienna, Va.: As commander of an Atlantic Fleet anti-submarine task group he selected the most strategic localities for his searches during a period of restricted submarine activity. Maintaining the group in a constant state of alert preparedness for combat, he directed the operations aggressively and with brilliant initiative, inflicting tremendous damage on hostile vessels.



Capt. Gallery



**Gold Star in Lieu of Third  
LEGION OF MERIT**

★ Commodore Campbell D. Edgar, USN, Cazenovia, N. Y.: As commander of a follow-up force during the invasion of Normandy he trained and welded the Army and Navy units under his command into one highly efficient amphibious force which effected a valiant landing on the beaches in the Viereville area on the afternoon of D day.



Commodore Edgar

★ Capt. Adelbert F. Converse, USN, Wellsville, Kans.: As commander of screening destroyers during the invasion of Normandy and the assault on Cherbourg, he effectively screened the major ships and protected the minesweepers engaged in the invasion. Under his leadership the bombarding units of his command silenced many important enemy shore batteries and provided excellent support of Army troops at a crucial period.

★ Capt. Ross A. Dierdorff, USN, Annapolis, Md.: As commander of a beach assault group during the invasion of southern France, he led a convoy from mounting ports safely to the designated area and landed the troops, their equipment and supplies expeditiously. Upon completion of unloading activities, the ships under his command sailed promptly to base ports for reloading.

★ Capt. Rupert M. Zimmerli, USN, Portland, Me.: As chief of staff to a

naval task force commander during the invasion of southern France, he coordinated the administrative and planning agencies during the intensive preparations for the assault. His advice and sound decisions contributed materially to the early and firm establishment of our forces ashore in enemy-held territory.



**Gold Star in Lieu of Second  
LEGION OF MERIT**

★ Rear Admiral John L. Hall Jr., USN, Williamsburg, Va.: As commander of a naval task force prior to and during the invasion of Italy he exercised professional skill, sound judgment and great resourcefulness in directing the diverse naval and combined operations which culminated in the successful assault on the west coast of Italy.

★ Capt. (then Comdr.) Edward R. Durgin, USN, Middle Haddam, Conn.: As commander of a U. S. destroyer squadron during the invasion of Italy he skillfully disposed the ships under his command to assist in providing a screen for a major task force. He displayed keen judgment and expert tactical knowledge in the face of heavy enemy opposition.

★ Capt. Lorenzo S. Sabin Jr., USN, Dallas, Tex.: Charged with organizing and training the gunfire support for an amphibious force during the invasion of Normandy, he carried out these vital tasks with efficiency and led a convoy of 250 small craft to the Normandy coast under severe enemy fire. Later, without previous notice, he directed the unloading of all ships and craft in an assigned area and was responsible for the expeditious establishment of a naval base on the French coast.

★ Capt. Leo B. Schulten, USN, Helena, Mont.: As commander of an assault group during the invasion of Normandy he brought his transports and landing craft to their predetermined stations and successfully effected their prompt and efficient unloading. He displayed skill and sound judgment in the execution of this difficult and complex operation undertaken in darkness and in an adverse sea.

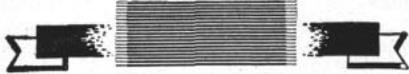


Capt. Schulten

★ Capt. Rupert M. Zimmerli, USN, Portland, Me.: As commander of the assault section of a major task force during the invasion of Italy he skillfully directed the movements of approximately fifty landing craft. Subsequent to the assault his task group maintained the British 46th Division over the beaches for more than two weeks despite hostile artillery fire.

★ Lt. Comdr. Crittenden B. Taylor, USNR, Lima, Ohio: As commander of the U. S. minesweepers attached to a major task force during the invasion of Italy he displayed excellent seamanship and superb skill. He ma-

maneuvered the vessels under his command through dangerous enemy minefields and swept a clear path for our landing craft, enabling them to arrive at the transport area without loss from enemy mines.



#### LEGION OF MERIT

★ Rear Admiral Theodore E. Chandler, USN, Washington, D. C.: As Commander All Forces, Aruba-Curaçao, from 27 April 1943 to 25 July 1944, he exercised sound judgment and initiative in carrying out his many and varied tasks. He was largely responsible for the cooperative employment of U. S. and Netherlands naval and air forces in waging vigorous and effective warfare on enemy submarines. He displayed marked diplomatic ability in his contacts with Netherlands and Venezuelan civil and military officials.

★ Rear Admiral Morton L. Deyo, USN, Kittery Point, Me.: As commander of the gunfire support group of Assault Force "U" during the invasion of Normandy, he skillfully directed his forces and, by effective fire, contributed to the successful landings of the 1st U. S. Army in the Madeleine area. On 25 June the warships under his command blasted enemy strong points in the vicinity of Cherbourg.

★ Rear Admiral (then Capt.) Paul Hendren, USN, Chapel Hill, N. C.: As commanding officer of the USS *Philadelphia* during the assault on Sicily, he skillfully maneuvered his ship into striking position and, within close range of enemy shore artillery and under intermittent air attack, directed the bombardment of machine-gun nests and artillery emplacements, providing excellent support for the initial landing and rapid advance inland of our troops.

★ Rear Admiral James C. Jones Jr., USN, Huntsville, Ala.: As chief of staff to Commander Southwest Pacific Force and deputy commander of Allied naval forces in the Southwest Pacific Area from February 1942 to November 1943, he rendered invaluable assistance to his force commanders, strengthened Allied relationships and coordinated U. S. naval forces with associated services. His farsighted planning contributed materially to the success of our campaign in this area.

★ Commodore James E. Boak, USN, Hughesville, Pa.: As commanding officer of a major advanced base from 1 Feb. to 1 Nov. 1943, he organized and developed this base to such a high standard of efficiency that it became an important unit for the servicing and repair of all types of ships, a major operating base for the fleet and a supply depot for the forward areas.

★ Commodore Thomas S. Combs, USN, Lamar, Mo.: As Commander U. S. Naval Aircraft, 7th Fleet, he was an inspiring and dynamic leader. Utilizing a comparatively small force of slow-flying aircraft, he developed new methods of attack procedure. His command made devastating attacks on Japanese land installations, warships and auxiliary vessels and dissipated the enemy's resources at a crucial time.

★ Commodore Charles M. Yates, USN, Vallejo, Calif.: As Commandant, NOB, Oran, prior to and during the invasions of Sicily and the Italian mainland he efficiently reorganized various base units to serve and maintain forces afloat. By his tact, cooperation and aggressive leadership he established an amicable relationship with Allied authorities and coordinated the combined efforts of port facilities toward full support of the forces participating in the two amphibious operations.

★ Capt. Archie A. Antrim, (SC) USN, Charleston, S. C.: As force supply officer of Service Force, South Pacific Force, from 1 Nov. 1942 to October 1943, he cooperated closely with the general purchasing agent of the Army in Australia and organized a naval supply system with depots in principal Australian ports. He ably directed and administered the purchase, storage and issue of materials required by the fleet.

★ Capt. Robert F. Batchelder, (SC) USN, Worcester, Mass.: As force supply officer, Western Naval Task Force, he planned for and provided for the necessary supplies during the invasion of Normandy. His skill and devotion to duty contributed immeasurably to the success of the Normandy campaign.

★ Capt. George W. Bauernschmidt, (SC) USN, Monkton, Md.: As supply officer in command of the naval supply depot at NOB, Oran, prior to and during the invasions of Sicily and the Italian mainland, he exercised keen judgment and professional knowledge in organizing the supply depot as a unit of the operating base and in ren-

dering vital and effective support to the participating units.

★ Capt. (then Comdr.) Robert C. Bell, USN, San Francisco, Calif.: As officer in charge of ship repair forces at NOB, Oran, prior to and during the invasions of Sicily and the Italian mainland he effectively coordinated the functions of base facilities with local shops and floating dry docks controlled by Allied authorities. His thorough engineering knowledge and forceful leadership made possible the return of many ships to active combat.

★ Capt. Edmund E. Brady Jr., USN, Washington, D. C.: As naval attaché for air at Rio de Janeiro, Brazil, from 14 Nov. 1941 to 28 Sept. 1942, he was tactful and effective in his diplomatic relations with Brazilian officials and obtained complete and whole-hearted cooperation between the Brazilian and U. S. armed forces, thereby contributing to the success of our operations against the enemy in the South Atlantic.

★ Capt. Grayson B. Carter, USN, San Diego, Calif.: As commander of a tractor group in South and Central Pacific waters during June and July 1944 he brought his tractor group to a high state of efficiency so that landings on an enemy-held island were made on schedule by a Marine division and the beaches quickly captured.

★ Capt. Charles J. Cater, USN, Aniston, Ala.: As aide and flag secretary from 3 February to 1 Oct. 1943, he rendered invaluable service in the preparation of orders and policies relative to the organization of the Atlantic Fleet for convoy escort and antisubmarine warfare. He also helped plan the Atlantic Fleet's participation in the occupation of Morocco and Sicily.

## U. S. Navy Decorates Five Allied Officers

The Legion of Merit (Degree of Chief Commander) has been awarded to Rear Admiral V. A. C. Crutchley, V.C., D.S.C., RN, for exceptionally meritorious services as commander of a task force of the 7th Fleet. Two other officers of the Royal Navy and two pilots of the Royal Australian Air Force have also been decorated recently by the U. S. Navy.

Rear Admiral Crutchley welded Australian and American forces into a powerful fighting force which bombarded numerous enemy shore positions and provided effective support to invasions of Japanese strongholds vital to the reconquest of northern New Guinea.

Lt. Comdr. A. F. Collett, D.S.O., RN, was awarded the Legion of Merit (Degree of Commander) for meritorious conduct as commanding officer of a British submarine during a joint U. S. and British attack against a Japanese-held island in the southwest Pacific. At the risk of losing his submarine he cruised 15 miles on the surface, braving repeated and accurate fire from large coastal defense guns, to rescue an Army pilot who had parachuted into the water.

The Bronze Star Medal was awarded to Lieut. N. Ashton, RN, who, as

hydrographic officer attached to the U. S. Naval Salvage Force, mapped obstructions in the channels and in approaches to berths throughout the harbor of Naples and her satellite ports in September 1943. Extremely accurate and unusually resourceful, he accomplished his assignment promptly and skillfully, thereby expediting vital salvage operations.

Wing Commander William K. Bolitho, RAAF, and Acting Squadron Leader Denis R. Lawrence, RAAF, were awarded the Distinguished Flying Cross. Flying his slow, highly vulnerable plane 2,000 miles over enemy-protected territory during operations conducted in collaboration with the U. S. Navy on 22-25 Feb. 1944, Wing Commander Bolitho made accurate runs on the target at perilously low altitude in the face of intense anti-aircraft fire. During operations on 14 and 16 Jan. 1944, Acting Squadron Leader Lawrence flew approximately 1,800 miles, much of the distance in daylight, to make accurate runs on the target in the face of intense anti-aircraft fire from hostile shore installations and anchored ships. By superb airmanship and indomitable courage, they contributed in large measure to the uniform success of vital operations.

## LEGION OF MERIT (cont.)

★ Capt. William W. Drake, USNR, Los Angeles, Calif.: As public relations officer on the staff of CincPac from 31 Dec. 1941 to 3 Oct. 1944, he facilitated the accurate and expeditious flow of important war news to the American press. He disregarded his personal safety to participate actively in the campaigns against the Marshalls, Gilberts, Marianas and Palaus.



Capt. Drake

★ Capt. Rae B. Hall, USCG, Norfolk, Va.: As captain of the port of Norfolk, Va., from 10 March 1942 to 1 Nov. 1943, he directed the training and equipping of a port security organization. He succeeded in developing a superbly trained group which provided such effective protection that ships and vital harbor installations in this area sustained no serious damage or loss during this period.

★ Capt. Colin D. Headlee, USN, Kennebunk Port, Me.: As commanding officer of the repair ship *USS Delta* during the invasions of Sicily and Italy he directed the repairing of ships and landing craft with skill and untiring energy. By his excellent organizing ability and untiring energy he enabled his command to carry out these highly important tasks with the utmost speed and efficiency.

★ Capt. Frank D. Higbee, USCG, Portland, Ore.: As commander of a group of LSTs during amphibious assaults along the northern rim of New Guinea, he displayed seamanship and leadership of the highest order. His services contributed materially to the successful conclusion of operations at Hollandia, Wakde, Biak, Noemfoor and Cape Sansapor.



Capt. Higbee

★ Capt. William B. Jackson Jr., USN, Arlington, Va.: As chief of staff to Commander Service Squadrons, South Pacific Force, from 7 Jan. 1943 to 17 March 1944, during a period of intensive activity he planned skillfully and with marked foresight toward the sustained maintenance of our surface forces and advanced naval bases.

★ Capt. Charles R. Johnson, (CEC) USN, Baltimore, Md.: As public works officer at the U. S. Naval Base in Iceland from 16 Feb. 1942 to 8 Sept. 1943, he supervised the construction of engineering projects of vital military necessity in the Iceland area. By efficient utilization of all facilities, he completed two large airfields and one tank farm in the minimum time and at the smallest cost.

★ Capt. John B. Mallard, USN, Annapolis, Md.: As commander of a task group of LSTs during the assaults on Lae and Finschhafen, he organized and led succeeding echelons

of resupply to both of these landing points on New Guinea. He was responsible for the prompt execution of assignments by his task force which contributed materially to the success of our operations in this area.

★ Capt. (then Comdr.) William L. Messmer, USN, Detroit, Mich.: As commander of a minesweeping unit during the invasion of Italy he successfully executed the hazardous operations of sweeping enemy minefields in the Gulf of Salerno, enabling assault boat waves to disembark troops, equipment and supplies expeditiously and according to schedule.

★ Capt. Charles J. Moore, USN, Washington, D. C.: As chief of staff to the Commander 5th Fleet from August 1943 to September 1944, he supervised the planning and execution of operations against the Japanese in the Gilbert, Marshall and Marianas Islands. He contributed in large measure to the capture of these vital positions and the decisive defeat of enemy fleet units in the Battle of the Philippine Sea.

★ Capt. Edmund M. Ragsdale, USN, Piedmont, Calif.: As repair officer at our Casablanca and Palermo naval operating bases, he planned and supervised temporary repairs to the badly damaged *USS Hambleton* with extremely limited facilities. He perfected methods of fitting out landing ships for side stowage and of launching pontoon causeways to facilitate unloading on beaches, and also operated a captured shipyard for the maintenance of vital advance naval units.

★ Capt. (then Comdr.) Alfred H. Richards, USN, Columbus, Ohio: As commander of a sweeper group during the invasion of Italy, he successfully swept the approach channel and transport area for the passage of vessels of a major task force. The ships under his command then swept additional channels to the beaches for transports, landing craft and fire-support groups despite the constant danger from hostile mines and aircraft.

★ Capt. Myron T. Richardson, USN, Auburndale, Mass.: As plans and operations officer on the staff of a naval task force commander during the invasion of southern France, he exhibited skill and energy in developing sound and comprehensive plans for the assault. His later services as senior naval liaison officer with the U. S. 7th Army were invaluable in maintaining close communications with its rapidly moving headquarters.

★ Capt. Harry Sanders, USN, Newport, R. I.: By his inspiring leadership and expert tactical ability as commander of an antisubmarine attack group, he contributed materially to the defense of Allied shipping and the successful prosecution of the war in a highly strategic area.

★ Capt. Charles Schaff, (SC) USN, New London, Conn.: As supply officer in charge of the Naval Supply Depot, Milne Bay, New Guinea, he reorganized the activity, developed proper stowage facilities and completed an inventory and card index of all supplies, thereby creating a smoothly op-

erating organization of infinite value to our operations against the enemy in the Southwest Pacific area.

★ Capt. James W. Whitfield, USN, Wilmington, Del.: As commanding officer of the Amphibious Training Base, Camp Bradford, Va., from March 1943 until October 1944 he organized, equipped and efficiently operated facilities for the training of Army combat teams and naval landing craft crews of all types and of joint amphibious training schools. He was responsible in large measure for the high state of readiness of these troops and units in the assaults on Sicily, Salerno and in the Pacific.

★ Capt. John M. Will, USN, Perth Amboy, N. J.: As a materiel officer he carried out his many and varied duties with keen foresight, sound judgment and untiring perseverance. He coordinated overhaul facilities, procured and allotted materiel, trained personnel and planned and directed submarine operations throughout a prolonged period of time.

★ Comdr. Joseph E. Ederer, USNR, Portland, Ore.: As engineer officer of the *USS Biscayne* during the invasions of Sicily and Italy, he exercised superior technical skill and brilliant initiative throughout this perilous period. Despite innumerable fierce enemy aerial attacks he steadfastly carried out his vital assignment, insuring the efficient functioning of essential landing craft, smoke generating devices and other equipment.

★ Comdr. (then Lt. Comdr.) Robert R. Helen, USNR, San Francisco, Calif.: As salvage officer during the invasion of Sicily he skillfully and efficiently supervised the clearance of wreckage left by the enemy. When a U. S. warship was brought into the harbor in a sinking condition he continued to direct the operations of a salvage party despite repeated enemy air attacks.

★ Comdr. Robert W. Mackert, USN, Peoria, Ill. (posthumously): As chief staff officer to the atoll commander in the Marshall Islands area from 31 Jan. to 23 June 1944, he assisted in the initial planning and rapid construction of major airfields immediately after our troops landed at Majuro and Eniwetok. He also served as coordinator of our day and night raids against Ponape and Truk



Hoist (NTC, San Diego)

"Tell me a sea story, Mama."

and, in two instances, was largely responsible for the rescue of bomber crews brought down at sea.

★ Comdr. Ralph S. Moore, USNR, Montecito, Calif.: As commander of a group of ships engaged in operations for the capture of enemy-held islands from 15 June 1944 to 12 Aug. 1944 he caused his vessels to operate in dangerous and poorly charted waters to chart and clear them of mines. In addition, he directed most successfully the employment of his vessels in in-shore patrolling thus contributing materially to the success of the operation.

★ Comdr. John S. Mosher, USNR, Princeton, N. J.: Serving with an amphibious force in the Pacific from its inception until June 1944, he obtained information from aerial photographs and supervised the preparation of maps and charts on the New Guinea area. His compilation of data for each operation contributed materially to the success of these operations.

★ Comdr. George W. Pressey, USN, Hampton, Va.: Serving on the staff of Commander-in-Chief, Atlantic Fleet, from 31 Dec. 1942 to 18 Sept. 1943, he contributed materially to the development of antisubmarine weapons and tactics and to the establishment of a sound escort-of-convoy doctrine. He also aided in the planning for the participation of the Atlantic Fleet in the invasion of Africa and Sicily.

★ Comdr. John W. Schmidt, USN, Buffalo, N. Y.: As commanding officer of the USS *Gherardi* during the Sicilian campaign, he skillfully directed shore bombardments and conducted nightly sweeps in the face of strong enemy air opposition to prevent the evacuation of hostile forces by sea. On the night of 3-4 August, his ship intercepted an enemy convoy and sank an F-lighter.

★ Comdr. Richard M. Scruggs, USN, Madison, Fla.: As commander of a task unit of LSTs during the attacks on Lae and Finschhafen, he organized and led echelons of resupply to both these landing points on New Guinea without loss or damage to a single unit.

★ Comdr. Edgar E. Stebbins, USN, Dallas, Tex.: As commander of a bombing squadron attached to the USS *Yorktown* from 19 Nov. to 4 Dec. 1943, he led his squadron in two brilliantly executed attacks against ground installations on Mille and Makin Islands. Later, as acting commander of an air group, he hurled the full strength of his unit against Japanese aircraft, ground installations and shipping and inflicted devastating losses.

★ Comdr. William H. Standley Jr. USN, San Pedro, Calif.: As training officer on the staff of Commander Landing Craft and Bases, Amphibious Force, Northwest African Waters, during the invasion of Italy he prepared the landing attack plan and indoctrinated personnel so that the assault forces landed exactly on schedule at the beaches of Salerno despite continuous attacks by enemy aircraft.

★ Comdr. (then Lt. Comdr.) James E. Walsh, USNR, Queens Village, N. Y.: As commanding officer of a beach battalion during the invasion of Italy he landed with the first wave and, although under constant enemy gunfire,

daringly directed the beaching and retracting of landing craft at the beachhead for the follow-up convoys.

★ Comdr. James S. Willis, USN, Charleston, W. Va.: As commander of a task group during the attacks on Lae and Finschhafen he conducted successful landings of initial assault waves without the loss of a craft or damage to a single ship. He also led his task group in an effective bombardment of Japanese positions on New Guinea.

★ Lt. Comdr. Eugene P. Harris, (MC) USN, Houston, Tex.: As a medical officer attached to the 11th Amphibious Force during the invasion of Normandy, he was charged with the formation of the medical plan of this command and its application to the coast of France. His excellent planning and competent personal supervision of the evacuation of casualties from assault beaches contributed greatly to the operation.

★ Lt. Comdr. Eugene P. Rankin, USN, Sapulpa, Okla.: As commander of a patrol squadron operating in the Solomons and Bismarck Archipelago areas from 25 Nov. 1943 to 15 June 1944, he coordinated a system of attacks with surface craft which resulted in the annihilation of the Japanese barge fleet in the northern Solomons and New Ireland areas. His thorough training program was responsible in a large part for the success of his squadron in completing 1,777 night and day combat missions without loss of aircraft or personnel.

★ Lt. Comdr. Attilio A. Vischio, USNR, Brooklyn, N. Y.: As commanding officer of the USS *Arcturus* during the invasion of Italy he fought his vessel ably and efficiently during repeated heavy bombing attacks and brought her through without serious casualties to his command.

★ Lt. Comdr. Carver G. Walcott, (MC) USNR, Fenton, Mich.: While serving as medical officer aboard the USS *Biscayne* during the invasion of Italy he skillfully treated survivors of nearby stricken vessels despite the danger imposed by devastating enemy bombing attacks. By his competent handling of a difficult task for a long period of time with limited facilities he contributed to the saving of many lives.

★ Lt. Comdr. Sherman B. Wetmore, USNR, Galveston, Tex.: As commanding officer of the USS *Pilot* during the invasion of Italy he displayed expert seamanship under extremely hazardous conditions. In spite of navigational difficulties and the extreme danger of drifting mines, he successfully accomplished his dangerous missions, thereby enabling our ships to support effectively the assault forces in establishing their initial beachhead.

★ Lieut. Louis G. Johnson, USNR, Atlanta, Ga.: As commanding officer of the USS *LCT(5) 125* during the invasion of Italy he skillfully beached his ship and, despite heavy enemy fire, drove and pushed off his tanks and equipment, retracting and beaching at

new points five times within an hour in order to confuse the enemy.

★ Lieut. John T. Manry III, USNR, Houston, Tex.: When attached to the USS *Biscayne* during the invasion of Italy he unhesitatingly led a fire-fighting party aboard a merchant ship which had been struck by an enemy bomb and set afire. Despite the peril of imminent explosions, he courageously directed the fire-fighting operations, eventually succeeding in controlling the flames.

★ Lieut. Robert G. Osborne, USNR, Knoxville, Tenn.: Charged with the task of assisting in planning the gunfire support of landing operations during the invasion of Italy, he was largely responsible for the thorough training and indoctrination of the communication components of shore fire-control parties. He succeeded in reestablishing communications affecting the control of naval gunfire at a time when our forces were seriously threatened by enemy counterattacks.

★ Lieut. Lessley G. Pinkerton, USNR, Bartlesville, Okla.: As naval gunfire liaison officer of the 36th U. S. Infantry Division during the invasion of Italy he directed accurate and timely shore bombardments with courageous initiative and untiring effort, repulsing numerous enemy counterattacks and destroying important hostile targets prior to the landing of sufficient field artillery reinforcements.

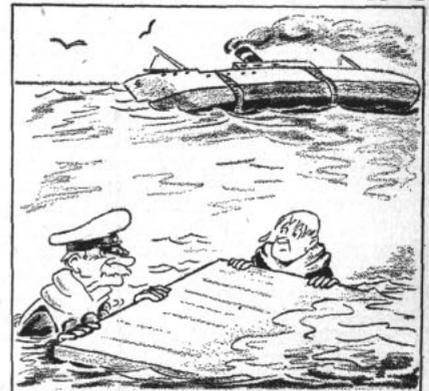
★ Lieut. Clyde A. Scheidemantel Jr., USNR, Harmony, Pa.: When his landing craft was hit by an enemy shell during the invasion of Sicily rendering the port propeller inoperative, he skillfully directed temporary repairs. He succeeded in maintaining power for main propulsion, enabling his craft to return to her base despite fierce aerial and shelling attacks.

★ Lt. (jg) Joseph V. Amendolara, USNR, Youngstown, Ohio: As naval gunfire liaison officer attached to the 29th Division artillery during the invasion of Normandy, he effected the reorganization of shore fire-control parties at a time when enemy gunfire had caused severe casualties to equipment and personnel. When the LST on which he was embarked was prevented from beaching by hostile gunfire, he commandeered an LCVP and made his way ashore where he made possible the directing of naval gunfire in support of the troops on the beachhead.

★ Lt. (jg) Frank W. Laessle, USNR, Moorestown, N. J.: When fierce enemy bombing attacks left our shipping



Lt. Comdr. Rankin



Pointer (AGC, Brooklyn, N. Y.)

Skipper: "Still think it was a porpoise?"

## LEGION OF MERIT (cont.)

badly damaged and burning during the invasion of Italy, he assumed charge of all salvage operations and skillfully supervised the fire fighting and repair work aboard the damaged vessels. Later, he labored tirelessly to assist in the removal of numerous sunken vessels in the port of Naples so that our ships were able to use the harbor.

★ Gunner Robert P. Burr, USNR, Pontiac, Mich. (posthumously): For outstanding courage and meritorious service, the nature of which cannot be revealed at this time.

★ George I. Mantere, CGM, USN, Newport, R. I.: As the leading petty



Mantere, CGM

officer to survive the sinking of the USS *Juneau*, he swam to a floating net, unrolled it and paddled around rescuing other survivors. He unselfishly watched over the wounded for three days until, unable to sit or lie down without pain, he transferred to a raft to help paddle toward shore. With many of the wounded swimming away or dying, the only surviving officer ill and the raft constantly circled by sharks he heroically continued his efforts to reach shore until the fifth day when planes appeared overhead and promised early rescue.



Gold Star in Lieu of Second  
SILVER STAR MEDAL

★ Comdr. Richard C. Lake, USN, Ligonier, Ind.: As commanding officer of a submarine during its second war patrol, he launched a deadly torpedo attack which resulted in the destruction of an escorted Japanese light cruiser.

★ Comdr. George G. Palmer, USN, Charleston, S. C.: As commanding officer of the USS *Harding* during the assault on Normandy, he maneuvered his ship in under the blasting from enemy coastal defenses and withering machine-gun fire, enabling his main battery to deliver a heavy volume of close-support fire. The *Harding's* guns silenced German guns firing on our disembarked troops on the beaches and on landing craft carrying our invasion forces.

★ Lieut. Jack R. Crutchfield, USN, White Horse Beach, Mass. (posthumously): As diving, engineer and electrical officer aboard a submarine during her fourth, fifth and sixth war patrols, he maintained equipment in a high state of efficiency. His exceptional skill and courage contributed to the achievement of his ship in sinking seven Japanese vessels, including two destroyers, and in damaging two other ships.

★ Lieut. John H. Eichmann, USN, Boise, Idaho (posthumously): As navigator and executive officer aboard a submar-

ine during her fifth and sixth patrols in the Pacific, he rendered invaluable service to his commanding officer in attacks on enemy surface forces and contributed essentially to the sinking of five Japanese ships.



SILVER STAR MEDAL

★ Capt. Jesse H. Carter, USN, Texarkana, Ark.: Commanding a destroyer squadron which was supporting amphibious operations against New Guinea, he kept up a withering barrage of anti-aircraft fire which destroyed numerous Jap bombers and torpedo planes. His skillful maneuvering prevented serious damage to our units and inflicted disastrous losses upon the enemy. His thorough indoctrination of the men under his command contributed materially to our capture of Lae and Finschhafen.

★ Capt. (then Comdr.) Henry E. Eccles, USN, Flushing, N. Y.; Capt. (then Lt. Comdr.) John J. Hourihan, USN, Miami Fla., and Comdr. (then Lt. Comdr.) Jacob L. Cooper, USN, Brooklyn, N. Y.: As COs of destroyers during the Battle of the Java Sea, they went in boldly in the face of severe enemy fire to deliver a successful torpedo attack in two stages against the Japanese cruisers. This forced them to break off the attack and enabled the Allied ships to regain their battle formation.

★ Capt. (then Comdr.) William D. Wright Jr., USN, Knoxville, Tenn.: As deputy commander of an assault group during the invasion of Normandy he remained under fire during the bitterest part of the assault, reorganizing and disposing his craft for maximum effectiveness and dispatching them to the beach. Upon relieving the task group commander he was placed in general charge afloat of the unloading of ferry craft and, by his organizational ability, tireless effort and experience, rapidly cleared the backlog of ships.



Capt. Wright

★ Comdr. Eugene C. Carusi, USNR, Washington, D. C.: As commander of the 6th Beach Battalion during the invasion of France he landed during the first stage of the assault when the fighting was severe and imposed an effective order on the beaches under his command at an early hour. His courage was equalled by his tireless devotion to duty in maintaining an efficient traffic to and from the beach.



Comdr. Carusi

★ Comdr. Glynn R. Donaho, USN, Nor-  
mangee, Tex.: As commanding officer

of a submarine during prolonged undersea operations in perilous hostile waters of the Pacific he pressed home relentless attacks with cool courage and outstanding ability, sinking an important amount of Japanese shipping.



Comdr. Donaho

★ Comdr. Lawrence C. Leever, USNR, Ann Arbor, Mich.: Commanding the 7th Beach Battalion during the invasion of Normandy, he landed at the first stage of the assault when the fighting was most severe. Through his leadership and courage, he was able to maintain an efficient traffic to and from the beach.

★ Comdr. Harry H. McIlhenny, USN, Washington, N. C.; Comdr. (then Lt. Comdr.) James T. Smith, USN, Fayetteville, Tenn.; Comdr. (then Lt. Comdr.) Robert A. Theobald Jr., USN, Scarsdale, N. Y., and Comdr. James H. Ward, USN, San Francisco, Calif.: As commanding officers of destroyers in a task group returning from Finschhafen, New Guinea in September 1943, they were suddenly attacked by a formation of 10 Japanese torpedo bombers. They skillfully maneuvered clear of enemy torpedoes, inflicted severe losses on the Japanese, and brought their ships and convoy safely through the encounter with only slight damage from machine-gun fire.

★ Comdr. Byron H. Nowell, USN, Salt Lake City, Utah: As commanding officer of a submarine during its third war patrol, he made a series of aggressive attacks against a strongly escorted convoy and succeeded in sinking a Hatsuharu-class destroyer and a freighter, and in damaging a tanker.

★ Comdr. George G. Palmer, USN, Charleston, S. C.: As commanding officer of the USS *Harding* during the invasion of southern France, he led his ship into action with three other destroyers against five enemy E-boats that were attempting to break through and attack valuable shipping anchored inshore. He sank two of the enemy craft and recovered 12 prisoners, including the two captains.

★ Comdr. Edgar E. Stebbins, USN, Dallas, Tex.: Under his brilliant leadership as commander of a carrier-based air group in action at Truk, Saipan, Tinian, Palau and Woleai Islands, he and his pilots destroyed 135 enemy planes, sank or damaged an important amount of Japanese shipping and effectively bombed vital ground installations. He personally accounted for two hostile aircraft and served as target observer on three occasions, remaining over the target area several hours each day to provide the task force commander with accurate information.

★ Lt. Comdr. Edward P. Madley, USN, Coronado, Calif.: As assistant approach officer of a submarine, he displayed judgment and resourcefulness which were of great assistance to his commanding officer during attacks which resulted in the sinking or damaging of many thousands of tons of enemy shipping.

★ Lt. Comdr. James G. Reid, USNR, Knoxville, Tenn.: As a beachmaster during the assault on Normandy, he organized and operated two beaches, working under intense enemy fire. Working with limited personnel and equipment, he successfully operated both beaches for several hours until additional personnel reached him.

★ Lieut. Roy E. Butler, USN, Cambridge, Mass.: While in command of the *LST 3* during the invasion of Sicily, he beached his ship at San Stefano and was disembarking assault troops and unloading supplies when enemy aircraft scored a direct hit on his vessel, causing severe damage and many casualties. Throughout the following seven days he and his men worked tirelessly to save their ship and finally assured her eventual salvage.

★ Lieut. William T. Cogley, USNR, Brooklyn, N. Y.: While serving as a naval gunfire liaison officer during the invasion of Sicily he assisted in the control of shore bombardment in support of the 3d Infantry Division and by initiative and thorough knowledge of naval gunfire contributed materially to the rapid advance of the 7th Army along the north coast of Sicily.

★ Lieut. John W. Detwiler, USNR, Grosse Point, Mich.: As commanding officer of the USS *LCI(L) 220* during the amphibious assault on Sicily when an enemy shell-burst made it impossible to retract the vessel from the uncharted sand bar on which she was grounded, he skillfully ran his craft across the sand bar and in the face of persistent shellfire and divebombling attacks, landed the embarked troops on the assigned beach.

★ Lieut. Walter G. Epply, (MC) USNR, Manchester, N. H. (posthumously): As officer-in-charge of a medical section of a beach party during the assault on Guam, he landed under heavy mortar and shell fire and directed the establishment of his medical station. He exposed himself continuously to terrific hostile fire while rendering aid to the many casualties on the beach. He was killed while administering plasma to a wounded marine whose life was saved as a result of the prompt and vital treatment.

★ Lieut. James W. Foristel, USNR, St. Louis, Mo.: As commanding officer of a sub chaser near Arawe on 15 Dec. 1943, he took his ship within range of a Japanese shore battery to carry out hazardous rescue operations at sea which resulted in the saving of many of our wounded. Later in the day, when attacked by six enemy fighters, he maneuvered his ship to avoid damage, at the same time shooting down one plane and forcing the others to retire (Nov. 1944 INFORMATION BULLETIN, p. 12).

★ Lieut. Lyman B. Fox, USNR, Sikeston, Mo.: As a beachmaster during the invasion of Normandy, he survived the sinking of a landing craft, but was wounded in the hand and chest and buried in a rock slide. On three or more occasions he refused evacuation as a casualty in order to remain with his men and direct the organization of his beach. Largely due to his efforts, his beach was opened to traffic early on 7 June.

## Navy Cites Army Doctor For Service on Burning LST

An Army doctor, Capt. Cornelius A. Mahoney, (MC) USA, who served aboard the *LST 313* during the invasion of Sicily, has been awarded the Silver Star Medal by the Navy. When a fierce enemy attack left the vessel raging with fires and explosions, Captain Mahoney remained on board to assist in transferring all wounded to another ship, leaving the stricken vessel only when his task had been accomplished. His cool courage in the face of grave peril undoubtedly saved the lives of many men who otherwise might have perished.

★ Lieut. Paul H. Koren, (MC) USNR, Scarsdale, N. Y.: As medical officer of a beach battalion during the invasion of France, he landed on the beach at H-hour-plus-32-minutes and unhesitatingly took his station at the water's edge. At the constant risk of his life he exposed himself to terrific German machine-gun, rifle and artillery fire to minister to the wounded.

★ Lieut. Charles S. Potter, USNR, Washington, D. C.: While serving as a beachmaster during the landing behind enemy lines at Terranova, Sicily, 8 Aug. 1943, he volunteered to go ashore in darkness with the assault waves. He daringly crossed the beach under fire, and although the area was believed to be mined, courageously marked its exits and limits for subsequent waves.

★ Lieut. Wesley C. Vines, USNR, Avondale Estates, Ga.: As dispatching officer for the assault boat waves during the invasion of Salerno, Italy, he courageously assumed his post in an exposed position on the top deck of the *PC 559* and, in the face of severe, continuous fire from enemy shore batteries, skillfully directed the assembling and launching of assault craft for eight hours.

★ Lieut. Griffon C. Wakefield, USNR, Norfolk, Va.: As a naval gunfire liaison officer during the invasion of Normandy, he assumed the duties of spotter and battalion artillery liaison officer when these two officers were wounded. His able conduct of naval gunfire aided materially in the final capture of Montebourg.

★ Lt. (jg) Roy F. Beery Jr., USNR, Houston, Tex.: As naval gunfire liaison officer attached to the 16th Regimental Combat Team, 1st U. S. Infantry Division, during the assault on Normandy, he landed under intense fire and went forward with the assault troops with little regard for his personal safety. He directed naval gunfire on enemy installations with great skill and accuracy, thereby contributing valuable support to Allied troops in the capture of Surain.

★ Lt. (jg) Bennie Berger, USNR, Chicago, Ill.: As naval gunfire liaison officer during the assault on Normandy, he landed in the initial waves under extremely heavy enemy fire and directed cruiser fire in support of the 5th Ranger Battalion. Finding no officer with the 2nd Ranger Battalion fire control party, he took charge of

both parties and organized successful communications.

★ Lt. (jg) Lester B. Billheimer, USNR, Oak Park, Ill.: As commanding officer of the *LCI (L) 188* during the invasion of Sicily, when his ship struck a sand bar while approaching the beach, he skillfully maneuvered her clear of the obstruction under heavy enemy gunfire and landed the troops on the designated beaches. During the invasion of Italy, he again beached his craft in record time to unload urgently needed men and supplies.

★ Lt. (jg) Phil H. Bucklew, USNR, Ashville, Ohio: As scout boat officer during the invasion of Italy, he embarked in a small kayak under cover of darkness and located a prearranged landing beach. In the face of intense enemy fire, he directed our attack forces to their proper landing point and maintained his exposed position until the mission had been completed.

★ Lt. (jg) Russell E. Carrico, USN, Davenport, Iowa (missing in action): Serving aboard a submarine in the Pacific, he ably assisted his commanding officer in delivering torpedo and gun attacks against enemy shipping, which resulted in the sinking and damaging of considerable tonnage. He fearlessly led a party from his sub aboard a Japanese freighter and captured the crew.

★ Lt. (jg) Coit M. Coker, USNR, Chapel Hill, N. C.: As a naval gunfire liaison officer during the invasion of France and the advance inland from 6 to 15 June 1944 he displayed marked bravery and knowledge in calling for and adjusting fire which aided materially in the advance on and capture of Grandcamp les Bains and Isigny.

★ Lt. (jg) Rumsey Ewing, USNR, St. Louis, Mo.: As commanding officer of a PT-boat along the north coast of New Guinea from September to December 1943, he carried out 30 offensive patrols against Japanese barge traffic and succeeded in sinking an enemy lugger and nine boats. When a PT-boat went aground in hostile territory off Vincke Point on the night of 2 October, he rescued the crew without casualty despite terrific fire from approximately 100 Japanese troops on shore.

★ Lt. (jg) John E. Goodrich, USNR, Oneonta, N. Y. (missing in action): As assistant to the officer in charge of the combat information center aboard the USS *Reid* while that vessel was serving as air guard ship for a group of six destroyers supporting the land-



News (NAS, Richmond, Fla.)

"They say Dr. Smith was in the Seabees."

## SILVER STAR MEDAL (cont.)

ing at Finschhafen, he plotted and evaluated the positions of 60 attacking enemy planes so accurately that the bombing attacks were evaded and the ships were brought through without material damage.

★ Lt. (jg) Edward Kahan, USNR, Hazelton, Pa.: As a boat wave commander attached to the USS *Lyon* during the invasion of Italy he coolly and courageously directed the landing craft to the proper beaches under heavy gunfire. He maintained radio communication with the transport commander and kept salvage parties advised of the situation on the beaches.

★ Lt. (jg) Louis Kalmar, USNR, Osage, W. Va.: As naval gunfire liaison officer with the 4th Infantry Division during the assault on Normandy, he directed fire on the coastal battery at Crisbecq, assisting materially in its capture. When his spotter was wounded, he took over his duties and continued to direct naval gunfire in the final assault on Cherbourg.

★ Lt. (jg) George E. Loria, USNR, Detroit, Mich.: While attached to the USS *Lyon* during the invasion of Sicily he coolly and courageously carried out his perilous duties as traffic control officer. While under frequent bombing attacks by hostile aircraft he maintained radio communication with the transport commander and kept salvage parties accurately advised of the situation on the beaches.

★ Lt. (jg) Everett W. Pease, USNR, Sutter, Calif.: Acting as naval gunfire liaison officer with an infantry division during the invasion of Normandy, he took charge of an infantry unit and by his example of courage led them forward. The naval gunfire which he directed assisted materially in the capture of Cherbourg.

★ Lt. (jg) William D. Seidler, USNR, Montclair, N. J.: As boat officer of a support boat attached to the USS *Thomas Jefferson* during the invasion of Italy he skillfully escorted the first three waves of landing craft to their assigned positions, protecting them

from the heavy defense fire of the enemy by furnishing accurate and destructive fire support. By his extreme bravery under the shattering hostile guns, he greatly assisted in the safe landing of the assault boats.

★ Lt. (jg) Ransom A. Teeter Jr., USNR, McGehee, Ark.: As commander of the first wave of landing craft attached to the USS *James O'Hara* during the invasion of Salerno, he effectively directed the retraction of all craft and supervised the expeditious unloading of cargo in support of our forces. He successfully completed his mission with a minimum of losses.

★ Ens. Gene M. Benedetti, USNR, Petaluma, Calif.: As officer-in-charge of an LCT which was a part of the spearhead of the invasion of Normandy, he pressed home his attack relentlessly. When the rudder cable broke about 2,000 yards off the beach, he righted his craft and landed under heavy fire which killed two men who were trying to lower the ramp so that the tanks could disembark. He then led a party of men to replace those killed and succeeded in retracting his craft with the ramp down.

★ Ens. Fred J. Cannasta, USNR, Schenectady, N. Y.: As a naval gunfire liaison officer during the assault on France, he took over the duties of gunfire spotter when this officer was killed, in addition to his own. Under heavy fire he conducted naval gunfire support to assist the advancing infantry and materially assisted in the capture of Montebourg.

★ Ens. (then CSM) Edward W. Epps, USN, Prince George, Va.: While attached to the SC 639 en route to Salerno, Italy, on 8 Sept. 1943, he manned a 50-mm. gun during a surprise attack by 10 enemy fighter-bombers and shot down one of the planes.

★ Ens. Eugene A. Fehlig, USNR, St. Louis, Mo.: While attached to the 116th Regimental Combat Team as naval gunfire liaison officer during the assault on France, he was desperately wounded as he reached the beach. However, he crawled out under enemy fire to drag a wounded comrade back to comparative safety and was wounded twice more during the rescue.

★ Ens. Robert B. Gilfert, USNR, Erie, Pa.: As commanding officer of the LCT (6) 540 during the invasion of Normandy, he landed his craft against heavy enemy gunfire and discharged his tanks, then reported for his second responsibility—the receiving and transportation of assault vehicles to the assault beach. Although several of his small crew lay dead, his ship badly holed by enemy gunfire and the unloading equipment damaged, he proceeded with his task without question.

★ Ens. John J. Vogel, USN, Thiells, N. Y.: In charge of a salvage party from the USS *Lyon* during the invasion of Italy he coolly and efficiently directed his men in clearing the assault beaches of numerous broached and damaged landing craft in order to expedite the steady flow of essential Army supplies.

★ John A. Jacobson, CBM, USNR, Oakland, Calif. (posthumously): As chief petty officer of a naval combat demolition unit during the invasion of Normandy, he was assigned the perilous mission of landing on the Omaha

beach at a given moment and blowing a 50-yard gap in enemy-placed obstacles. Although the task appeared impossible due to intense German artillery and rifle fire, he attempted to place the main firing ring around the enemy obstructions. He was killed before he could complete his task, but the surviving members of his crew completed the mission.

★ A. C. Maguire, MM1c, USNR, Hoboken, N. J.: As a member of Naval Combat Demolition Unit No. 128 he landed during the invasion of France at H-hour plus-one and in the face of heavy enemy artillery and small arms fire was separated from his officer and crew. Instead of seeking cover, he succeeded in laying charges and blowing a gap of 25 yards width in enemy beach obstacles before high tide made further work impossible.

★ James W. Chandler, GM2c, USN, Denton, Tex. (posthumously): Attached to the LST 289 when she was attacked off the coast of England by German E-boats in April 1944, he was stationed at the fog generator of the fantail. By his timely warning and courage in the face of grave peril, he saved the lives of many shipmates.

★ Edgar P. Lesperance, EM2c, USNR, Milwaukee, Wisc.: When his ship, the USS *Skill*, was sunk in the Gulf of Salerno he remained at his station in the after engine room and immediately went to the assistance of an unconscious man, carrying him up the ladder to safety. He then entered a flaming compartment to rescue another shipmate and, throughout the remaining period of time, rendered all possible aid to others, contributing materially to the probable saving of many lives.

★ Thomas J. O'Malley, EM2c, USNR, Dorchester, Mass.: Attached to the



O'Malley, EM2c

LCT (5) 125 during the invasion of Salerno, Italy, he courageously drove vehicles to the assault beach under withering enemy gunfire. He returned to the ship to repeat the operation while the craft retracted and made five separate beachings in order to evade devastating enemy shellfire.

★ Milton P. Weatherford, GM2c, USNR, Salisbury, N. C. (posthumously): As a member of a naval combat demolition unit during the assault on Normandy, he landed on the beach at the appointed hour. While attempting to blow a 50-yard gap in beach obstacles under intense artillery and rifle fire, he was killed before completing his task.

★ Desmond P. Fitzgerald, EM3c, USNR, Springfield, Mass., and Burd J. Kaufman, GM3c, USN, Gordon, Pa.: When the ramp of the LCT (5) 221 became imbedded in deep sand during the landing at Salerno, Italy, they were undeterred by machine-gun fire and, despite painful wounds, continued to assist in extricating the vehicles until every one had been placed ashore. Their grim determination contributed materially to the success of the invasion.



Hoist (NTC, San Diego)

"You'll need a no-duty slip to be in her during working hours."

★ Henry R. Beausoleil, S1c, USNR, Nashua, N. H.: While serving aboard the USS *Skill* when that vessel was sunk off the Gulf of Salerno he was thrown overboard by the force of the initial explosion but, despite the fires which raged on the stricken vessel, immediately returned aboard. Fearlessly entering the forward engine room, he helped several critically injured men to abandon ship, continuing his efforts until a few moments before the *Skill* capsized and sank.

★ James H. Blackman, S1c, USN, Princeton, N. C. (posthumously): Attached to an LCT during the invasion of Normandy, he and two shipmates volunteered to go over the bow in the face of almost certain hostile fire and test the depth of the water in order to insure the safe disembarking of Army personnel and vehicles. As the ramp of the vessel was lowered, he lost his life in a valiant effort to carry out the mission.

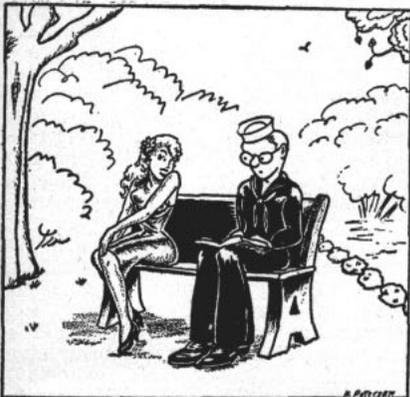


Gold Star in Lieu of Second  
DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Rolla S. Lemmon, USN, Long Beach, Calif. (missing in action): As executive officer of a carrier-based fighter squadron near the Kazan Islands, he led a small formation of fighters against a numerically superior force of enemy bombers attempting to close in on one of our task groups. He accounted for one of the seven planes destroyed by his formation before he himself was forced down.

★ Lieut. Merl W. Davenport, USNR, Detroit, Mich.: As division leader of a fighter squadron operating in the Solomon Islands and the Bismark Archipelago from 26 Jan. to 7 March 1944 he took part in 31 combat missions over Japanese territory. His superior airmanship and excellent teamwork contributed materially to the success of these missions.

★ Lieut. Mayo A. Hadden Jr., USNR, Holland, Mich.: While participating in a fighter sweep over the Japanese base at Saipan on 22 Feb. 1944, he was ordered to cover other planes of his flight and many enemy fighters were encountered, eight of which were shot down. He personally shot down three enemy fighters in flames.



Hoist (NTC, San Diego)

"Don't you ever get tired of reading the *Bluejacket's Manual*?"



DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Richard M. Swenson, USN, Kansas City, Mo. (missing in action): As a pilot of Torpedo Squadron 24 attached to an aircraft carrier he led numerous vital bombing strikes against enemy shipping, airfields and installations. In support of landing operations at Hollandia he pressed home powerful attacks in the face of persistent anti-aircraft fire, accurately releasing his bombs at perilously low altitudes.

★ Lieut. John M. Armitage, USNR, Fairfax, Calif. (posthumously): Among the first to volunteer for tests in the development of aircraft rockets, he repeatedly risked his life to make hazardous experimental flights in various types of planes carrying rocket ammunition. He was killed at the Naval Ordnance Test Station, Inyokern, Calif., on 21 August 1944 while testing an early development of the Navy's largest aircraft rocket.

★ Lieut. Hulon R. Blakeney, USN, Warrington, Fla.: As patrol plane commander of a Ventura he volunteered with his crew to make daylight photo-reconnaissance flights to the northern Kurils. On 29 May 1944, with full realization of the danger involved, and without escort, he made his first daylight sortie over Paramushiro and Shimushu. On 31 May he made a second unescorted daylight sortie and on this occasion was successful in obtaining excellent photographs of hitherto undiscovered and important installations.

★ Lieut. Robert R. Butler, USNR, Oakland, Calif. (missing in action): Leading a fighter sweep over Iwo Jima, he attacked two groups of intercepting aircraft and, despite the hazards of a low ceiling, personally accounted for three of the 33 planes destroyed by his flight. In a fighter-bomber mission over the same area later, he assisted in destroying 33 Jap fighters in combat and approximately 40 on the ground.

★ Lieut. James G. Leonard, USNR, Island City, Ore. (missing in action): As a fighter pilot attached to a bombing squadron in the central and Southwest Pacific from January to June 1944 he was gallant and daring in many combat missions against hostile shipping, supply dumps and gun positions. He attacked a large cargo ship in Tanapag harbor, Saipan, and, diving low, bombed the vessel accurately and skillfully, contributing materially to her final destruction.

★ Lieut. Niles R. Siebert, USNR, Canada, Kans. (posthumously): Acting as flight leader during a strike against a Japanese airfield in the vicinity of the Marianas on 24 June 1944, he flew in boldly in the face of intense and accurate anti-aircraft fire to bomb assigned targets. He fiercely pressed home his attacks, destroying a runway and numerous installations.

★ Lieut. Paul Sorenson, USNR, Muskegon, Mich.: As pilot of a fighter plane in action against a German submarine in the Atlantic during March 1944 he pressed home two vigorous strafing

runs in the face of intense anti-aircraft fire, silenced the enemy deck guns, demolished the periscope and started fires and explosions of ready ammunition. Subsequent appearance of an oil slick enabled our forces to locate and destroy the submarine the next day.

★ Lieut. Ernest W. Wood, USNR, Sacramento, Calif.: As a pilot of Torpedo Squadron 24 attached to an aircraft carrier he made a single-handed attack on an enemy destroyer escort in Palau harbor, scoring two direct hits which immediately sank the ship. Later, flying in support of the landings at Hollandia and in attacks on Truk and the Nomoi Islands he contributed materially to the damage inflicted on grounded aircraft, service facilities and installations.

★ Lieut. (jg) Carl Burkhardt, USN, Coronado, Calif. (posthumously): Flying his patrol plane through darkness and heavy rain, he established contact with a Japanese submarine and launched a vigorous and daring attack, which resulted in probable damage to the enemy craft.

★ Lieut. (jg) Conrad Elliott, USNR, Houston, Tex. (missing in action): As pilot of a carrier-based fighter plane in action against enemy forces in the Marianas he pressed home an accurate, powerful bombing and strafing attack on a valuable enemy convoy, scoring a near miss on a cargo ship and setting a destroyer on fire. When his small flight engaged a numerically superior force over Iwo Jima he personally accounted for one of 17 Japanese planes destroyed by his formation.

★ Lt. (jg) Grover C. Hannever, USNR, Providence, R. I.; Ens. Eugene L. Coupe, USNR, Nebraska City, Neb.; Ens. Robert Tehan, USNR, St. Louis, Mo.; Howard C. Brandon, ACR, USN, Lithonia, Ga.; Clyde A. Smith, ACMM, USN, Harvard, Idaho; Gordon G. Merrick, AOM1c, USNR, Memphis, Mich.; John R. Van Horn, AMM1c, USNR, Niagara Falls, N. Y.; Donald W.



Acorn Action (AATD, Port Hueneme, Calif.)

"No, Fairbanks! Roger, George, Mike are names of flags!"

## DISTINGUISHED FLYING CROSS (cont.)

Gardner, ARM2c, USNR, Howard, S. D., and Joseph Mihalsky, S1c, USN, Whiting, Ind. (all posthumously): While participating in a flight of a heavy bomber on a special antisubmarine mission they carried out their duties with expert skill and untiring effort, thereby assuring the eventual destruction of the enemy vessel.

★ Lt. (jg) Frank R. Hayde Jr., USNR, Kansas City, Mo. (missing in action): Directed to intercept a numerically superior force of enemy fighters during our invasion of the Marianas, he hurled his fighter plane into the midst of the Japanese formation and sent three Jap planes crashing into the sea.

★ Lt. (jg) Paul D. Searles, USNR, Portland, Oreg. (missing in action): As a technical observer in a carrier-based torpedo plane, he accompanied his squadron commander in the initial pre-dawn raid on Marcus Island and displayed brilliant technical skill in locating the target despite clouds, darkness, rain and fierce enemy opposition. His skill insured the success of the flight in starting fires among grounded aircraft which guided other planes in subsequent attacks.

★ Lt. (jg) Jack H. Wells, USNR, Lynden, Wash. (missing in action): As section leader of a carrier-based divebombing squadron, he participated in a hazardous strike against units of the Japanese fleet west of the Marianas. In the face of tremendous antiaircraft fire of all calibers, he scored a direct hit with his bomb load on a large enemy carrier.

★ Ens. John O. Ellsworth, USNR, Kingston, N. Y. (posthumously): As a pilot attached to a fighter squadron operating in the Solomon Islands and Bismarck Archipelago areas from 27 Oct. 1943 to 8 March 1944 he took part in 71 combat missions over Japanese territory. His courageous conduct, excellent teamwork and superior airmanship contributed materially to the success of all missions.

★ Ens. Roy J. O'Neal, USNR, Springfield, Ohio (missing in action): Piloting a fighter plane in a sweep over Iwo Jima he climbed to attack two large groups of hostile aircraft and, despite the hazards of a low ceiling, personally accounted for three of 33 enemy planes destroyed by his flight.



Beam (NATB, Corpus Christi, Tex.)

"Put up quite a battle, don't they?"

In a fighter-bomber mission over the same area he assisted in destroying 33 Japanese fighters in combat and approximately 40 planes on the ground.

★ Ens. Theodore W. Sterling, USNR, Trenton, N. J. (posthumously): As pilot of a carrier-based torpedo plane in action in the vicinity of the Marianas Islands, he scored two rocket hits on a cargo vessel, leaving it burning and out of control. During a raid on Iwo Jima, his plane was hit by antiaircraft fire which severed an oil line as he approached the target. Although aware that a forced landing was inevitable, he made a daring bombing and strafing run on a group of parked aircraft, inflicting severe damage on the planes.

★ Raymond A. Wickham, ARM2c, USNR, Burbank, Calif.: As a rear seat gunner in combat against an enemy fleet on 20 June 1944, he assisted in a determined divebombing attack on an enemy carrier. Using his radio equipment with great skill, he assisted his pilot in locating their carrier at night when their plane was extremely low on gas.



Wickham, ARM2c



NAVY AND MARINE CORPS MEDAL

★ Lieut. Richard D. Mansfield, USNR, Somerville, Mass. (posthumously): When a Navy scout bomber crashed into the water while attempting to land on a carrier, he dived over the side into the extremely cold water and proceeded to one of the survivors. Tying a line around the exhausted man, he swam with him toward the ship. Finding the survivor too benumbed to assist himself in any way, he clasped him with his legs and maintained his hold as they were hauled on board.

★ Lieut. Arthur L. Newman, USN, Annapolis, Md. (posthumously): As executive officer of the USS *Truxton* when she foundered off the coast of Newfoundland on 18 Feb. 1942, he exposed himself to powerful wind and subzero temperature to carry out all orders. His self-sacrificing efforts on behalf of others were largely responsible for the rescue of those who survived the eventual destruction of the *Truxton*.

★ Lt. (jg) Thomas M. Leovy Jr., USNR, San Diego, Calif. (posthumously): As commander of the armed guard aboard the SS *Examelia* when that vessel was sunk 9 Oct. 1942, he swam to a capsized life boat, assisted in righting it and rescuing 14 survivors. The courageous group were eventually picked up and taken to a South African port. Again under submarine attack after embarking on the SS *Zaandam* for repatriation, he remained steadfast to the last on the after gun station of the rapidly sinking ship. Succeeding in getting away

## Army Decorates Three Navy Enlisted Men

The Army's Silver Star Medal and two Soldier's Medals have been awarded to three Navy enlisted men. Joseph A. Tammany, PhM3c, USNR, New York, N. Y., received the Silver Star Medal for gallantry in action at Guadalcanal on 22 Jan. 1943. Attached to a machine-gun platoon, he exposed himself to enemy machine-gun and sniper fire to assist and remove from danger wounded men of his and other units, with utter disregard for his own safety.

Ronald C. Brady, S2c, USN, Glendale, Calif., and Roy A. Stembler, S2c, USN, West Hempstead, N. Y., who received the Soldier's Medal, went to the aid of an Army pilot who had parachuted into South San Francisco Bay on 20 Dec. 1943. At the risk of their lives they swam 1,000 yards in extremely cold water to the exhausted and nearly unconscious pilot. They pulled him onto a plank and paddled toward shore until a small boat came to the rescue.

as the ship went down he gave his life belt to another who was unable to swim and gallantly refused to get aboard a crowded and badly damaged life boat.

★ Lt. (jg) Julian J. Walilko, USNR, Paterson, N. J.: When the destroyer in which he was serving during the invasion of Sicily was rammed and a boiler explosion was imminent, he made repeated trips to the flooded fireroom and skillfully assisted in plugging a hole in the bulkhead which made it possible to bring the flooding under control. His prompt action materially aided in saving the ship.

★ Ens. Robert E. Huffman, USNR, Compton, Calif.: When a fully loaded gasoline truck accidentally became ignited at the Naval Air Station, Quonset Point, R. I., on 1 May 1943, he sounded the alarm, obtained a fire extinguisher and successfully fought the spreading flames. His timely action undoubtedly prevented a disastrous explosion.

★ Ens. Oliver Mollet, USN, La Feria, Tex.: In charge of the forward engine room of a destroyer which was rammed during the invasion of Sicily, he skillfully supervised the securing of the engineering plant and instituted damage-control measures. Working for hours in a partially flooded compartment filled with smoke and steam, he refused to leave his station until the flooding was under control.

★ Ens. Howard W. Taylor, USNR, Kenosha, Wis. (posthumously): When a crew member fell into the icy waters during the foundering of the USS *Truxton* on 18 Feb. 1942, he fearlessly dived over the side and fought through a treacherous, pounding surf to return the man safely aboard. His courage and initiative saved the life of a man who otherwise might have perished.

★ Ens. (then CMoMM) William C. VanKirk, USN, Coeur d'Alene, Idaho: While serving in a submarine during a fire, he entered a confined, debris-

filled compartment and assisted in the removal of an injured man. Although suffering from smoke and gas, he entered the compartment and removed another man who was seriously injured and unconscious.

★ Charles B. Chapman, CWT, USN, Chickasaw, Ala.: In charge of a fire-room of a destroyer when it was rammed during the invasion of Sicily, he remained in the fireroom until all boilers were secured, thereby preventing an explosion and probable loss of life. He returned to the compartment later and rendered valuable assistance in effecting repairs which brought the flooding of the fireroom under control.

★ James A. Clifton, CBM, USNR, Norfolk, Va.: As a member of the beach party which rescued the crew of a U. S. warship aground off Tenaga Island, Alaska, when a highline carried away and a man was thrown into the water he promptly manned and launched a small home-made boat, although he had no life jacket. Courageously maneuvering the frail craft through tumultuous surf, he assisted in hauling the injured man into the boat and returned him safely to the beach.

★ Robert E. Dennehy, CBM, USNR, Washington, D. C.: When a flying bomb made a direct hit on a civilian office building at a naval advanced amphibious maintenance base on 21 July 1944, he was badly shocked by blast and practically deafened. However, he made the rounds of all huts and quarters to determine the extent of damage and casualties before consenting to medical treatment. He was then ordered to sick bay where he collapsed from shock and exhaustion.

★ John Urquhart, CMM, USN, Springfield, Mass.: When the destroyer in which he was serving was rammed during the invasion of Sicily, he crawled in darkness through steam, smoke and debris in order to reach deck-operated valves and isolate a damaged fireroom. Later he entered a flooded compartment and worked under water in extreme danger to supervise temporary repairs which were a decisive factor in saving the ship.

★ Eugene M. Riggelman, CM1c, USNR, Bridgedale, La.: As a member of the 6th Beach Battalion during the invasion of Normandy, he swam 50 yards out to sea under direct enemy artil-

## Heroism 55 Years Ago Rewarded With Medal

A Navy and Marine Corps Medal has been awarded to a former Navy man for saving a shipmate's life 55 years ago.

Richard L. Lewis, of Seattle, Wash., who was discharged in 1918 as a boatswain's mate first class, wrote to the Navy Department recently to find out if he was entitled to wear a ribbon for a letter of commendation he received in 1889 for saving the life of a shipmate who fell overboard. After a review of the case it was decided to award Lewis the Navy and Marine Corps Medal.

lery fire and against a strong tide to rescue a coxswain of an LCVP, which was disabled and sinking. In spite of a direct hit on the craft while he was aboard, he brought the man safely ashore.

★ Lavon R. Hendrickson, RM2c, USN, Hobbs, N. M., and Thomas J. Bright, Cox., USNR, East Boston, Mass.: Serving aboard a seaplane tender in June 1943 when it was involved in a collision at sea, they noticed that one member of the crew had been thrown overboard and was struggling helplessly in the heavy swells. Hendrickson leaped over the side with a life buoy and line and fought his way to the man's side, but lost the line to the ship. Bright then jumped over the side with a line and dragged the helpless crewmen back to safety.

★ William Mesquita, SM2c, USNR, Clarksburg, Calif. (posthumously): Attached to a beach battalion during the invasion of Normandy, he swam to the beach and assisted in caring for wounded and signaled warnings to approaching landing craft. He rushed out on the open beach under a withering fire and payed out rope to a shipmate who was swimming out to rescue two wounded men on a wrecked craft. After the line was tied about one of the wounded soldiers, he coolly brought him to shore as German bullets whipped the water about him.

★ William A. Derosa, Bkr3c, USNR, New York, N. Y. (posthumously): While serving in the USS *Pollux* when she was stranded on a rocky shore, he was a member of the crew of a motor whaleboat which proceeded through heavy seas during freezing temperatures and successfully ran a line from the vessel to shore. Despite immersion in icy water while landing, he scaled a cliff and endeavored to walk three miles over rough terrain to summon assistance.

★ John B. Hawkins, St3c, USNR, Oklahoma City, Okla. (posthumously): When the rowboat in which he and three small boys were rowing was violently rocked by a passing launch near Plymouth, England, on 11 Aug. 1944, and one of the boys fell overboard, he jumped in the water despite his inability as a swimmer and struggled to save his young companion. He managed to keep the boy's head above water until a rescue boat arrived, but was lost himself before the rescuers could reach him.

★ John J. Miller, MoMM3c, USNR, Michigan City, Ind.: Unhesitatingly going to the aid of a seaman who had fallen overboard while attempting to secure an LCM to a buoy in the waters off a U. S. Navy base on 5 Aug. 1944, he dived over the side and succeeded in reaching and supporting the violently struggling man until they were both hauled aboard by a line thrown from a rescue boat.

★ Herbert C. Reinhardsen, PhM3c, USN, Westchester, N. Y.: Although not attached to the Naval Magazine, Port Chicago, Calif., on the occasion of an explosion on 17 July 1944, he volunteered to enter an area made dangerous by burning ammunition boxcars and worked tirelessly to bring the flames under control. He contributed to the prevention of further explosions and possible loss of life.

★ Morris K. Eagan, Cox., USNR, Phoenix, Ariz.: While attached to an LCM in the waters off New Guinea on 3 May 1944 he unhesitatingly went to the aid of a shipmate who had been thrown overboard during a severe gale. He dove into the raging seas, swam to the dazed and helpless man and, with the aid of a life ring, returned him to the ship.

★ Frank A. Spiller, Cox., USNR, Alliance, Ohio: When the USS *Glennon* struck a mine, he was thrown from a compartment up and out through a break in the deck. Although wounded himself, he returned to the compartment and succeeded in removing three wounded men, leaving just before the compartment became submerged.

★ Bruce E. McLaughlin, S1c, USNR, Chicago, Ill.: While attached to NTC Gulfport, Miss., he saved the lives of three trainee companions when their sailboat capsized during a storm on 13 Aug. 1944. Leaving his friends clinging to the loosened mast, he negotiated a six-hour swim through choppy seas and sent crash boats to their rescue.

★ John P. Sweeney, S1c, (now AS, V-12) USNR, Rockville, Conn.: When a Navy scout bomber crashed into the water while attempting to land on the flight deck of a carrier during the night of 3 April 1944, he dived into the water and swam to the point where he had last sighted the pilot. Unable to locate the pilot, he swam around the ship to the opposite side and assisted another volunteer swimmer in the rescue of the other survivor.



Topics (NT&DC, San Diego)



Mainsheet (NTC, Bainbridge, Md.)

# 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	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	A. NAVY ACTIVITIES 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 (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.  SPECIAL ATTENTION invited to "Notes" on this subject.	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES If to be paid under appropriation, "Welfare and Recreation, Navy," or appropriation, "Ship's Stores Profits," submit requisition to nearest Navy purchasing office. If to be paid with ship or station unappropriated welfare funds, place order direct with publisher or distributor. B. COAST GUARD ACTIVITIES Ordered by commanding officer direct from publisher or distributor. C. MARINE CORPS ACTIVITIES (1) Purchased by quartermaster out of general funds for activity when formed. (2) If to be paid with official funds requisitions to be submitted to nearest Marine purchasing quartermaster. (3) If to be paid with unofficial funds place order direct with publisher or distributor.
LIBRARY BOOKS	All Navy and Marine Corps activities including navy vessels manned by Coast Guard personnel	Commissioning libraries supplied by BuPers to all units. Monthly shipments of hard-backed books 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	1. Outside Continental United States (a) 35-mm. Navy Motion Picture Service—Obtain film from nearest fleet motion-picture exchange or sub-exchange. (b) 16-mm. (not available to activities and vessels equipped with 35-mm. projectors)—obtain through nearest Navy or Army overseas 16-mm. motion-picture film exchange or sub-exchange. 2. Within Continental U. S. (35-mm. only) (a) Vessels in port. (1) Navy Motion Picture Service—Obtain film from nearest shore-based motion-picture exchange or sub-exchange, or nearest fleet motion-picture exchange or sub-exchange. (b) Shore activities (1) Optional Naval District 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	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.

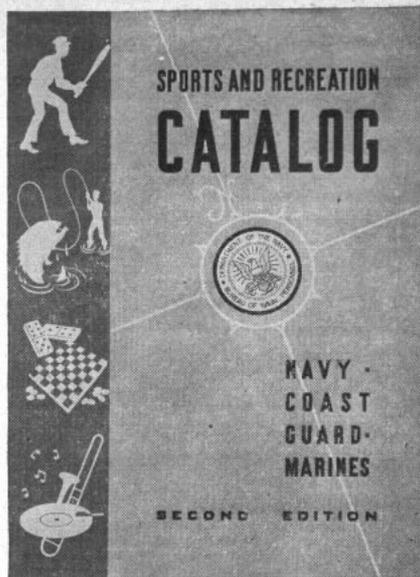
# EQUIPMENT - HOW TO GET THEM

METHOD OF PAYMENT	REFERENCE	NOTES
	<p>BuPers Manual, Art. E-7401 to E-7411, Incl.            BuPers ltr. Pers-524-gm L1-2-150 of 8 June 1944.            BuS&amp;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.)</p>	<p>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.</p>
<p>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.</p>	<p>(a) Joint ltr. Pers-1012-PL P10-(A) BuS&amp;A No. P10-1(3) of 16 July 1943.            (b) Sports—Games—Music Catalog; Navy, Coast Guard, Marines.            (c) Coast Guard Hq. Circular 209.</p>	<p>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.</p>
<p>Same as for "Sports, Games, and Music Equipment" above.</p>	<p>BuPers Circ. Ltr. 154-44 (NDB, 31 May 1944, 44-631).</p>	<p>All kits in one monthly release of V-Discs contain the same assortment of 20 records each.</p>
<p>Outside United States, no charge.</p>	<p>BuPers Circ. Ltr. 236-44 (NDB, 31 Aug. 1944, 44-1001).</p>	<p>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.   <b>RADIOS:</b> Radio receiving sets are in stock at all naval supply depots. Shore activities may obtain sets in the same manner as described under "Sports, Games and Music Equipment . . . How Obtained," above. Radio receiving sets for ships are under the cognizance of BuShips.</p>
<p>Same as for "Sports, Games and Music Equipment," above, except checks (drawn on unappropriated funds) to be made payable to publisher or distributor.</p>	<p>BuS&amp;A Manual, Art. 1086, par. 41.            BuS&amp;A Manual, Art. 1550.</p>	<p>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).</p>
<p>Without charge.</p>	<p>BuPers Manual, Part E, Chapter 6.</p>	<p>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.</p>
<p>Without charge.</p>	<p>(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.</p>	<p>Transportation as specified in ref. (e) and (h).</p>
<p>Without charge.</p>	<p>(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.</p>	<p>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.</p>
<p>Official appropriation, "Welfare and Recreation, Navy," from ship's store profits or from unappropriated funds.             No charge for duration of present war to all ships and activities outside continental U. S.             16-mm. film is the gift of the motion-picture industry to ALL armed forces thru the War Activities Committee.            Payment for film under Optional Plan direct to commercial film exchanges from unappropriated funds.            For activities within continental U. S.:            Assessments for Navy Motion Picture Service from either appropriated or unappropriated funds.</p>	<p>(a) BuPers Manual E-7601 through E-7604 (as corrected by BuPers Manual Circ. Ltr. No. 24-44 of 15 April 1944).            (b) Instructions, Navy Motion Picture Film and Projecting Equipment, 1940.            (c) BuPers Manual, Part E, Chapter 7, Sec. 3.            (d) BuPers ltr. Pers-2217-MT S85-1 of 17 June 1943.            (e) BuPers ltr. Pers-51131-sf EN4-3(P) of 28 Sept. 1944.            (f) BuPers Circ. Ltr. 242-44 (NDB, 31 Aug. 1944, 44-1005).            (g) BuPers ltr. Pers-511-VD S85-1 of 22 Sept. 1944.            (h) BuPers ltr. Pers-2231-oh S85-1 of 28 Aug. 1943.            (i) Article 1443, Advance changes U. S. Navy Regs., Op13-1C-Jc, Ser. 315013, 15 Sept. 1944 (NDB, 15 Sept. 1944, 44-1052).</p>	<p>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.</p>
<p>Without charge.</p>	<p>(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.)</p>	



FROM PORTABLE  
HAND PHONOGRAPH  
TO 5-BAND  
RADIO RECEIVER

COVER OF NEW  
CATALOG, PRINTED  
IN MAROON ON  
GREEN STOCK



## SOMETHING TO WATCH FOR

### New Catalog Shows Equipment Available

The second edition of the Navy Sports-Game-Music Catalog, telling what's available and what's new in the way of recreational equipment for personnel of the Navy, Coast Guard and Marine Corps is now coming off the press. Distribution to COs of all ships and stations is scheduled to begin about 15 Jan. 1945.

Included also this year is information on movies and libraries.

With the benefit of experience gained in the use of such gear thus far during the war, BuPers is introducing with the catalog several items designed to withstand tropical climates, including tennis balls and handballs pressure-packed in tins for longer life overseas; tennis rackets strung with nylon (and nylon for restringing); rubber-covered, mildew-resistant softballs, basketballs, footballs and volleyballs.

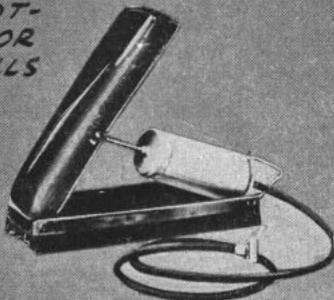
Other innovations include synthetic rubber golf balls as lively as and weighing the same as the standard natural-rubber product, and a new kind of swivel for the strap hanger on punching bags, designed to make the strap hanger last 20 times longer.

The catalog tells how ships and stations with damaged athletic equipment may now send it in for repair to one of the two Naval Athletic Renovating Depots, at Camp Peary, Williamsburg, Va., and Terminal Island, San Pedro, Calif.

- The latest catalog also features:
- Overseas-model radio that brings in programs on five bands, good anywhere in the world.
  - Dual-speed phonograph—78 r.p.m., for V-Discs and phonograph records; 33 1/3 r.p.m., for AFRS recordings and the public address system—with microphone, detachable speaker and 60 feet of cord.
  - Eighteen string and brass musical instruments (the first edition of the catalog offered only pianos).



FROM JUST-AS-LIVELY  
SYNTHETIC GOLF BALLS  
TO A FOOT-  
PUMP FOR  
FOOTBALLS  
ETC.



FROM HARMONICAS TO TRAP DRUMS



# THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

## OFFICER-TRAINING PROGRAMS STEPPED UP

### 2,000 Enlisted Men In New V-12 Quota; V-7 Rules Modified

Approximately 2,000 enlisted men will be selected to enter the Navy V-12 program for assignment to college training beginning 1 July 1945. It is expected that these men will ultimately be transferred to NROTC.

This quota compares with 1,000 new V-12s for the term which started 1 Nov. 1944 and none at all for the term beginning 1 March 1945.

Simultaneously with the announcement on V-12, last month, BuPers also revised qualifications for assignment to V-7 for midshipman training, lowering the age minimum from 20 years to 19 and modifying the physical requirements. Instructions for V-7 are contained in BuPers Circ. Ltr. 373-44 (NDB, 15 Dec. 1944, 44-1407), those for V-12 in BuPers Circ. Ltr. 374-44 (NDB, 15 Dec. 1944, 44-1403).

#### V-12 Requirements

In the case of V-12 applicants, the directive stresses that *no waivers of any kind* will be considered, and all candidates must meet the following requirements:

**GENERAL:** Be an unmarried male citizen of the U. S. (and agree to remain unmarried until commissioned or otherwise separated from the program); be less than 23 years of age on 1 July 1945, and be on active duty.

**ACADEMIC:** Be a high school graduate or have been in attendance at, or accepted by, an accredited university or college; have successfully completed high school or college algebra and plane geometry, and possess a GCT score sufficiently high to indicate fitness for college training.

**PHYSICAL:** Be no taller than 6 feet 4 inches, nor shorter than 5 feet 5½ inches; have 18/20 vision in each eye, correctable to 20/20, with color perception normal; and have 20 vital permanent teeth. Other physical qualifications are as set forth in Chapter 11, Section I, Art. 1402, Manual of the Medical Department.

V-12 candidates may express preference for type of duty (deck, engineering, supply), and no men in this increment, regardless of previous experience or education, will be permitted to pursue premedical or pre dental training.

As men who have successfully finished more than two years of college work are eligible for the V-7 program, they may not be recommended

for the V-12 program. Likewise men who have previously been separated from an officer-candidate program for reasons other than flight failure must have completed six months' sea duty before being eligible for assignment or reassignment to the V-12 program.

Quotas are to be established for candidates serving with various commands at sea or beyond the continental limits of the U. S., as well as for continental shore establishments.

#### V-7 Requirements

The instructions for the Class V-7 program contain the following two principal revisions in requirements:

(1) Candidates must be at least 19 years of age (the minimum had been 20) and under 30 on the date application is submitted.

(2) Candidates must meet physical requirements for appointment as ensign, D(L), USNR, as prescribed by the Manual of the Medical Department, Chapter 11, for commission in the line of the Navy. In cases of unusually well qualified applicants, waivers of minor nonorganic physical defects may be granted at the discretion of the Chief of Naval Personnel.

Among other requirements, V-7 applicants must have completed successfully eight semesters in, or possess a bachelor's degree from, an accredited university or college; or have completed successfully six semesters of work toward a degree and been on active duty four months; or have completed successfully four semesters and been on active duty eight months, and should have completed successfully two one-semester courses in college mathematics.

Applicants previously separated from any officer-candidate training program in any service must complete six months' sea duty before being eligible for transfer to V-7. Aviation cadets dropped from training by reason of flight failure may be considered without the six months' sea duty.

Applications for transfer to V-7 may be forwarded two months prior to completion of active duty requirement. Letters should include statement of business experience which might be relevant in passing upon qualifications. Applicants desirous of training at the Navy Supply Corps School should so state, and applicants who have had two or more years of college work with a major in business administration or related subjects or naval experience as storekeeper will generally be considered to possess an appropriate background for assignment to such training.

Selected V-7 candidates may at the discretion of BuPers be ordered to

academic refresher units for a period not to exceed 16 weeks (depending upon individual needs) for appropriate academic review courses. At these units candidates will retain present rating, but upon reporting to reserve midshipmen's school they will be transferred to, or enlisted in, the rating of apprentice seamen, USNR. Following an indoctrination period of about 30 days, candidates will be appointed reserve midshipmen (temporary) and continue in training for approximately three months.

Students found deficient academically, physically or in officer-like qualities *at any time* during the training period will revert to enlisted status and be returned to general duty in the rating previously held. Candidates who successfully complete the course will be qualified for appointment as ensigns, USNR, and will be appointed provided vacancies exist in the classifications for which they are qualified.

The directive calls attention to the fact that provisions for dependency allowance will continue while at the refresher unit and during the indoctrination period at the reserve midshipmen's school. However, no provision for dependency allowance will be made during the three-month period in which successful applicants are reserve midshipmen.

Enlisted personnel interested in either of these officer-training programs may consult the appropriate directive for complete details on qualifications and procedure for filing applications.

### Men Separated from Flight Training in Good Standing Now May Be Readmitted

A considerable number of aviation cadets and student aviation pilots who were separated from the flight training program since June 1944, when the scheduled future output of aviators was drastically reduced, will be able to reenter the program in the spring of 1945.

Recent studies of probable future requirements, made in the light of later experiences, indicate the necessity of increasing the scheduled future output to a level midway between the levels in effect before and after the June 1944 cutback. The increase has been directed by Cominch.

In order to return to the program, former students must have been in good standing at the time of separation. Students will be returned as nearly in the order of their separation as circumstances will permit and will be reentered into the training pro-

# THE BULLETIN BOARD

gram at a stage commensurate with their previous progress in training.

Individual applications for return are not required. Lists of those eligible are being prepared from records maintained by the Chief of Naval Air Primary Training. Orders for return to the program will be issued by BuPers. Compliance with the orders will be subject to the individual being found fully qualified and desiring return to the flight training program.

Former students who may have been assigned to reserve midshipman training will not be returned to flight training until they have completed the reserve midshipman course and have been commissioned. If then returned to flight training, they will undergo such training as commissioned officers. Other former students, who, upon separation, were assigned to Class A schools, will not be returned to flight training before they have graduated from the school to which assigned.

The June 1944 cutback (July 1944 INFORMATION BULLETIN, p. 69) affected some 7,000 aviation cadets and student aviation pilots in the pre-flight and prior stages of flight training. It was emphasized, at the time, that the men affected were deselected or had voluntarily withdrawn solely as the result of quota restrictions, and the following entry was made in their service records:

"Separated from flight training while in good standing and solely as a result of quota restrictions. Is fully qualified and is recommended for reassignment to flight training at a later date, if so recommended by his commanding officer, under any service quotas which may be established in the future."

For details see BuPers circular letters on this subject in Navy Department Bulletin of 31 Dec. 1944.

## Veterans Now Have 90 Days To Apply for Former Jobs

Legislation extending to 90 days the period within which a veteran may apply for reinstatement in his former position became law on 8 Dec. 1944. Under the earlier provisions of the Selective Training and Service Act the time limit was 40 days.

The new amendment further provides that application may be made within 90 days following release from hospitalization, provided such hospitalization follows immediately after separation from the service and extends for a period of not more than one year from date of separation.

Veterans separated from service prior to enactment of this legislation may still take advantage of the 90-day provision, Selective Service has announced, provided the date of their discharge or release was not earlier than 9 Sept. 1944 (90 days before the law was amended).

## Personnel to be Invited To Contribute to Fund For Navy Relief Society

In a letter of 1 Dec. 1944 Admiral Ernest J. King, USN, Cominch and CNO, announced to the naval service that the two weeks of 1 to 15 Feb. 1944 have been set aside as the period during which contributions to the Navy Relief Society from officers and men of the naval service, both afloat and ashore, will be gratefully received.

The purpose of the Navy Relief Society, the letter points out, is to provide assistance in times of emergency for Navy, Marine Corps and Coast Guard personnel, their dependents and the dependents of deceased servicemen and women. Financial assistance is generally rendered in the form of loans without interest, which are repayable in small monthly allotments, thus replenishing funds to help other service personnel when in need. As of 31 Oct. 1944 outstanding loans amounted to \$2,016,965.48.

Activities of the society during the first 10 months of 1944 included:

- Assistance with information and advice involving no financial expenditure, 54,594 cases.
- Gratuities (outright grants), 17,016 cases amounting to \$718,389.14.
- Loans for hospital and medical care of dependents, 15,639 cases amounting to \$850,846.76.
- Loans for all other purposes other than medical care of dependents, 58,895 cases amounting to \$2,707,332.60.

Although the letter states that contributions will be gratefully received, it does not make an appeal for large contributions. It suggests that the following minimum annual scale to be used as a guide:

Commissioned officers of and above rank of commander....	\$5.00
Commissioned officers, all others	2.50
Warrant officers .....	2.00
Petty officers .....	1.50
All others .....	0.50

For details see Cominch and CNO letter of 1 Dec. 1944 to all ships and stations (NDB, 15 Dec. 1944, 44-1380).

## Naval Personnel Directed To Refrain from Speculation Indicating Early End of War

The Secretary of the Navy has directed all naval personnel to comply with the text of the following letter from President Roosevelt to the Secretary, dated 1 Dec. 1944:

"At a most critical time, when production of essential supplies vital to the war effort must be kept at a high level, speculative public statements by responsible military and civilian public

officials at home and abroad indicating an early termination of the war tend to curtail production of essential war materials. It is highly necessary that this condition be remedied and to this end all government officials are directed to refrain from such public statement."

SecNav's letter, quoting the President's letter, was dated 7 Dec. 1944 (OOR-B1 (64488)).

## Board to Consider Transfer To Regular Navy of Reserve And Temporary Officers

In line with other postwar studies now being conducted in the Navy, a board has been appointed by the Secretary of the Navy to study and make recommendations for the transfer of Naval Reserve and temporary officers to permanent commissioned rank in the regular Navy.

The board, of which Rear Admiral Laurance T. DuBose, USN, is senior member, is to make a comprehensive study of the employment, assignment and relationship of reserve and temporary officers with those of the regular Navy. In addition, the group will consider what schools or courses should be made available to reserve and temporary officers selected for permanent commissions in the regular Navy to place them on the same footing as all other regular Navy officers in competing for future promotions. The board will study the broad questions of specialist and EDO (engineering duty only) officers, as well as consider other allied subjects.

The report of the board is to be submitted to Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel, for further transmittal to Secretary Forrestal.

The following members have been named to the board: Capt. Francis P. Old, USN; Capt. William R. Terrell, USN; Capt. Thomas U. Sisson, USN; Capt. Ross F. Collins, USNR; Capt. Luis DeFlorez, USNR; Capt. Richard R. McNulty, USNR; Capt. Lewis L. Strauss, USNR; Capt. John S. Leister, (CEC) USNR; Capt. Thomas B. Magath, (MC) USNR; Comdr. Louis M. Harris, (MC) USN; Comdr. Thurmond Chatham, USNR; Comdr. James L. Knipe, USNR; Lt. Comdr. Bernhard H. Bieri Jr., (SC) USN; Lt. Comdr. Harlan F. Winn, (CEC) USN; Lt. Comdr. Ward Cheney, USNR; Lt. Comdr. William S. Cowles, USNR; Lt. Comdr. Barklie M. Henry, USNR; Lt. Comdr. Alexander M. White, USNR; Lt. Comdr. John A. Mayer, USNR; and Ens. Earl F. Colton, USNR, who will act as recorder for the board. Lt. Col. Arnold F. Johnston, USMC, and Lt. Comdr. John V. Borden (DC), USN, will represent the Marine Corps and Dental Corps at the meetings of the Board.

# THE BULLETIN BOARD

## Employment of Officers On Terminal Leave Is Regulated by Law

Reserve officers whose active-duty status is being terminated at their own request, either by resignation or request for release, are ordinarily granted the accumulated leave standing to their credit. However, with respect to their activities while on terminal leave, the orders effecting their release state that "... while wearing civilian clothes, you are authorized to engage in any occupation not contrary to law, which does not involve employment by the Federal Government."

A number of statutes currently in force restrict the activities in which naval officers, as distinct from civilians, may engage. Violating these statutes may involve loss of pay or penal sanctions. Among them are laws:

- Making it unlawful for an officer on the active list to accept employment with any person or company furnishing naval supplies or war materials to the Government (U.S. Code, Title 34, Sect. 883).
  - Prohibiting officers from acting as attorney or agent in the prosecution of claims against the U. S. or representing any person in any case in which the U. S. is a party or directly or indirectly interested (U.S. Code, Title 18, Sect. 198 and 203).
  - Prohibiting officers from giving or receiving anything of value when the consideration for it is the procurement of a contract with, or any office or position in the employ of, the Government (U.S. Code, Title 18, Sect. 202).
  - Prohibiting any officer whose duty involves disposition of surplus property from being employed during a period of active duty or for two years thereafter as counsel, attorney, agent or representative in connection with any matter involving disposition of surplus property by the Navy (Pub. Law 457—78th Congress).
- The following laws concerning Government employment affect officers on active duty (including terminal leave):\*
- Prohibiting the acceptance of compensation from two or more Government sources for the same period where the combined annual salaries would exceed \$2,000 (U.S. Code, Title 5, Sect. 58).
  - Prohibiting the acceptance of any federal office or position by any officer whose annual compensation amounts to \$2,500 (U.S. Code, Title 5, Sect. 62).
  - Providing for the separation from

\* A bill is now before Congress (H.R. 4434) to provide for payment for accumulated leave to military or naval personnel entering Government employment before expiration of their terminal leave. If this is passed, it will be reported in the INFORMATION BULLETIN.

the service of an officer who accepts appointment in the diplomatic or consular service (U.S. Code, Title 34, Sect. 226).

- Prohibiting officers from being elected or appointed to office in any Territory of the U. S. (U.S. Code, Title 48, Sect. 1460).

The list above, while it cannot be guaranteed all-inclusive, is printed here as a matter of information. Officers are also referred to Section 853(b), Title 34 U. S. Code, for its possible bearing on the applicability of these statutes to Naval Reserve officers.

Inasmuch as the Navy Department cannot in advance specifically advise an officer on the legality of any activity in which he proposes to engage while on terminal leave, the responsibility of determining that is solely the officer's. In all cases, officers are referred to the laws themselves and, where doubt exists, to competent civilian counsel.

## Navy Unit Commendation And Ribbon Authorized

The President has approved establishment of a unit citation, junior to the Presidential Unit Citation, to be known as the Navy Unit Commendation.

The new citation, announced by Alman No. 224 on 18 Dec. 1944, is to be awarded by the Secretary of the Navy to any ship, aircraft, detachment or other naval unit for outstanding heroism in action with the enemy, but not sufficient to earn the Presidential citation; or for extremely meritorious service in support of military operations not involving combat.

The unit's service must be comparable to that which merits award of the Silver Star Medal or Legion of Merit to an individual. Normal duty under ordinary war hazards, extended period of duty or a large number of combat missions does not alone justify the award. A large unit is not to be commended for the action of one or more of its component parts. And no unit, or part thereof, is to receive both the Presidential and new Navy citation for the same act or service.

No authority for award of the commendation is delegated. Recommendations will be forwarded to SecNav via channels as in the case of the Presidential citation.

The new commendation's ribbon is to be of silk moire 1 3/8" wide by 1/2" long (standard Navy size), consisting of colored stripes from the right edge as follows: 3/8" royal blue, cable number 70087, 1/8" Spanish yellow, cable number 70068, 1/8" cardinal red, cable number 70081, 5/8" myrtle green, cable number 70065, 1/8" cardinal red, 1/8" Spanish yellow and 1/8" royal blue of same cable numbers as before. It will be worn immediately after the Presidential Unit Citation ribbon.

## Limited Duty May Be Given Enlisted Men Disabled in Action or Combat Areas

Enlisted men of the Navy who are not physically qualified to perform all duties of their rating because of disabilities resulting from wounds received in action or disease incurred in combat areas may be retained in the service for limited duty.

To be retained, a man's services must be desired and his record must be favorable, his disability must be of such a nature as not to interfere with his performing useful duty and it must be determined that retention on active duty is not likely to aggravate his disability.

Men retained in the service under such conditions will be eligible for advancement in rating. If regular Navy men, they will not be discharged at expiration of enlistment with a view to immediate reenlistment until a waiver of their physical defect has been approved by BuPers. They may be re-examined at any time with a view to restoration to a full-duty status. If unable to carry on with their duties, or their services are no longer required, they may be brought before a board of medical survey for recommendation as to disposition.

For details see joint BuPers-BuMed ltr. to all ships and stations dated 21 Nov. 1944 (NDB, 30 Nov. 1944, 44-1345).

## New Waves Garrison Cap May Be Worn 15 January

The new garrison cap for Waves, details of which were reported in the December 1944 INFORMATION BULLETIN, p. 77, has been authorized for wearing by both officers and enlisted personnel either on or off the station as of 15 Jan. 1945.



Tin Fish (NTR, Montauk, L. I., N. Y.)  
"Where do we get our sea legs?"

# THE BULLETIN BOARD

## Income Tax Information and Assistance Made Available To All Naval Personnel

To assist naval personnel in preparing Federal income tax returns for 1944 and declarations of estimated tax for 1945, a comprehensive booklet, "Federal Income Tax Information," has been issued by BuS&A and mailed to supply and legal assistance officers of all ships and stations.

The booklet provides such information as: who, where and by whom returns must be filed; how to prepare the return; exemptions and deductions which may be taken by service personnel; instructions concerning the filing of declarations of estimated tax, as well as a tax table and surtax rates.

In most instances, personnel may consult the booklet by contacting the local supply or legal assistance officer.

Naval personnel are not excused from filing Federal income tax returns and estimated income reports solely because they are on active duty in the armed forces. The rule is that every individual citizen or resident of the U. S., whether single or married, must file a return if his gross income for 1944 was \$500 or more. Rental and subsistence allowances and \$1,500 of active service pay are excluded from gross income, however. Thus a serviceman is not required to file a return if he had no income other than his service pay and if his active service pay was less than \$2,000.

Although, under certain circumstances, a member of the armed forces on active duty may arrange to postpone the payment of his tax until six months after the war, his return must be filed not later than 15 March 1945 if he is serving within the U. S. Personnel serving overseas or at sea may defer both filing a return and paying the tax until the 15th day of the fourth month following the month of return to the U. S.

It should be noted that tax payers who have filed an original declaration of estimated tax for 1944 in an amount less than 80% of what their final 1944 tax will be, should file an amended declaration increasing their estimate to the amount of their final tax on or before 15 Jan. 1945. However, the tax payer may file his final return for 1944 by 15 Jan. 1945 in lieu of an amended declaration.

In some commands local tax offices have furnished deputies to assist service personnel in the preparation of tax forms, and in key places they have conducted schools for legal assistance officers and Supply Corps officers and others to enable them to deal with income tax problems. For example, in BuS&A, Washington, D. C., officers and civilian personnel with legal or accounting tax experience are serving as tax consultants in offices especially designated where Navy and Navy Department person-

nel may receive assistance in the preparation of their tax returns. Other activities may consider it feasible to inaugurate a similar service.

Where information is not available at overseas stations, personnel may unofficially request help from the Professional Assistant to the Paymaster General, Tax Section, Bureau of Supplies and Accounts, Washington 25, D. C.

## Additional Naval Personnel Eligible for Army Award For Philippine Defense

In recognition of their services in the defense of the Philippines, all naval and Marine Corps personnel attached to and serving with the staff of Commander Submarines, U. S. Asiatic Fleet, in the Philippines during the period of 26 to 31 Dec. 1941, have been declared eligible for the Army Distinguished Unit Badge, as have officers and enlisted personnel attached to and serving aboard the following ships during the same period:

Permit	Salmon
Pickrel	Saury
Pike	Sculpin
Porpoise	Seal
S-36	Seawolf
S-37	Skipjack
S-38	Stingray
S-39	Sturgeon
S-40	Swordfish
S-41	Tarpon

Personnel in the above categories are in addition to those previously declared eligible, under provisions of BuPers Circ. Ltr. 239-44 (NDB, 31 Aug. 1944, 44-1004), reported in the October 1944 INFORMATION BULLETIN, page 70.

As provided by BuPers Circ. Ltr. 361-44 (NDB, 30 Nov. 1944, 44-1335), personnel eligible for the award may submit applications to the Chief of Naval Personnel, via official channels. Applications previously submitted need not be renewed.



Seahorse (SCTC, Terminal Island, Calif.)

"Ab-hab! Just as I expected."

## Insignia Authorized for Minecraft Enlisted Men

The shoulder insignia shown here has been approved for enlisted personnel serving in minecraft. The border is a bright blue band, the mine (and its anchor cable) black with yellow horns against a background of blue sea and yellow sky. The lightning-like streaks from the mine are red.



The insignia is to be worn on the left sleeve, with the top of the insignia one-half inch below the shoulder seam. It may not be worn in the presence of enemy ground forces or at any time when the senior officer present considers that its wearing might endanger the security of the command.

Authorization to wear the insignia, which terminates upon detachment from minecraft units, is to be entered in each enlisted man's service record.

These regulations are contained in BuPers Circ. Ltr. 368-44 (NDB, 15 Dec. 1944, 44-1399).

## Special Forms Provided For Changing Beneficiary On Government Insurance

Because some personnel have confused what constitutes a change in beneficiary for Government insurance, BuPers Circ. Ltr. 357-44 (NDB, 30 Nov. 1944, 44-1331) calls attention to the fact that the beneficiary information asked for on such forms as the service record, fitness report, confidential data sheet for naval aviators and A-V(N) beneficiary form were not intended to be used to indicate such a change.

Personnel with National Service Life Insurance (the type of Government insurance issued to service men and women in this war) who wish to make a change in the beneficiary should use Veterans Administration Insurance Form 336, or provide the Veterans Administration, Washington 25, D. C., complete information by letter over the signature of the insured.

In the case of World War I veterans and others holding U. S. Government Life Insurance, the Veterans Administration Form 724 may be filled out and submitted to the Veterans Administration along with the policy to accomplish a change in beneficiary, or a letter giving complete details over the signature of the insured may be submitted. If the policy is not available, an explanation for failure to comply with instructions is to accompany the request for a change in beneficiary.

# THE BULLETIN BOARD

## 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 employees. 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 employees 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.

Lanston Monotype Machine Company, 24th at Locust Street, Philadelphia 3, Pa.

## New Ruling Clarifies Policy on Per Diem

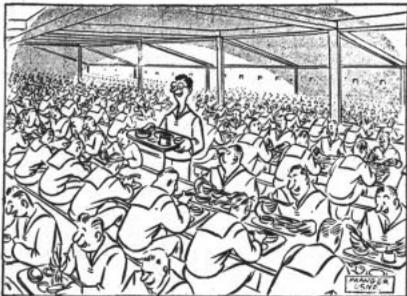
Rulings which limit officers' rights to per diem while traveling on Government-owned vessels and while on temporary duty on board vessels being fitted out have been promulgated by the Comptroller General (Decision B-44497, 7 Nov. 1944).

The decision provides that even though no lodging or messing facilities are available for officers traveling on Government-owned vessels (including such small craft as towboats, launches, etc.), no per diem can be allowed under provisions of Section 12 of the Pay Readjustment Act of 1942. This act specifically limits officers to reimbursement for actual and necessary expenses when traveling on Government-owned vessels for which no transportation is charged.

Another part of the decision applies to per diem questions which arise in circumstances such as those illustrated by this hypothetical case:

A vessel which is being built in "X" shipyard is placed in commission before it is completed, and then ferried to "Z" shipyard for further work, where upon arrival it is placed out of commission.

If, for instance, an officer had orders for temporary duty aboard the vessel at "X" shipyard, and those orders specified that he would draw per



Hoist (NTC, San Diego)

"May I be excused, gentlemen?"

diem, he would be entitled to the per diem until the ship moved, at which time his temporary orders would terminate. If the new temporary orders for duty aboard the vessel at "Z" shipyard failed to specify that he was to receive per diem, he would not be entitled to it. Since per diem cannot be made retroactive to cover a period during which per diem payments were intended but not specified, he would be entitled to payments for only those days for which his orders specifically called for per diem.

## Beige Hose Approved For Navy Nurse Corps

THE following changes in uniform regulations for the Navy Nurse Corps have recently been approved:

- Beige hose, instead of black, are authorized for wearing with all Nurse Corps uniforms except the indoor duty dress, with which white hose continue to be worn.
- Black or white gloves, depending on the uniform with which worn, are substituted for the grey gloves previously authorized. Black hose and grey gloves now in possession may, however, be worn until no longer serviceable.
- Garrison caps, which may be worn optionally, are to match in color the uniform or coat with which they are worn.

These changes are included in a compilation of all current uniform regulations for the Navy Nurse Corps in BuPers Circ. Ltr. 377-44 (NDB, 15

Dec. 1944, 44-1406). Material contained in this directive will also serve as the new Chapter XIV of U. S. Navy Uniform Regulations, 1941.

## Liberalized Plans Set up For Settling NSI Policies

Important new liberalizations in the method of settling claims for National Service Life Insurance are outlined in a recent joint BuPers-BuS&A letter.

One of the changes mentioned in the letter (NDB, 15 Nov. 1944, 14-1293) is the Refund Life Income Plan. This plan, applicable to NSI policies held by service personnel, enables policy holders to select a guaranteed monthly income to be paid to the beneficiary for a specified number of months, the amount and number of the monthly payments being determined by the age of the beneficiary. If the beneficiary dies before the expiration of this guaranteed period, the remaining installments are to be paid monthly to a contingent beneficiary. If, however, the principal beneficiary lives beyond the number of months provided for by the plan, the payments continue throughout his or her lifetime.

This Refund Life Income Plan may be selected by the insured or, at the time of his death, by the beneficiary. In the latter case, the request must be made prior to the payment of the first monthly income check to the beneficiary. If the insured chooses the Refund Life Income Plan, the beneficiary cannot change this; but if the insured makes no request, the beneficiary may choose the plan of settlement.

Another change, applicable only to NSI policies which have been converted from the 5-year level premium term plan, provides that when there is no beneficiary within the permitted class, to receive payments under the policy, the cash value plus accumulated dividends (minus any indebtedness on the policy) may be paid in a lump sum to the estate of the deceased (unless the estate of the insured would escheat under the laws of his place of residence).

Personnel who desire information as to how these changes affect their own circumstances may obtain advice from their Benefits and Insurance officers.



AVIATION BOATSWAIN'S MATE



MAILMAN

THESE SPECIALTY MARKS for the two ratings designated have been authorized by BuPers Circ. Ltr. 363-44 (NDB, 30 Nov. 1944, 44-1337). The ABM rating was established by BuPers Circ. Ltr. 268-44 (NDB; 15 Sept. 1944, 44-1074); the MaM rating, to replace specialist (M), by BuPers. Circ. Ltr. 263-44 (NDB, 15 Sept. 1944, 44-1069). For details see October 1944 INFORMATION BULLETIN, pp. 65 and 71.

# THE BULLETIN BOARD

## *Enlisted Waves May Request Transfer to New Station After Two Years of Duty*

Enlisted women who have been on active duty for at least two years within the geographical limits of a naval district or within an air training command are to be given an opportunity to indicate their desire for transfer out of the area, under provisions contained in a letter dated 1 Nov. 1944 from the Chief of Naval Personnel to various interested commands (Pers-6301-rab-1 QR8/P16-3).

Many enlisted women, according to the directive, are on duty at isolated stations or at places which are considered undesirable for continuous duty until the end of the war. Consequently, a redistribution by rating is to be effected in such cases when practicable.

Quarterly surveys will be made of enlisted women and they will be given an opportunity to designate a preference for a new district or air command. Assignment to such preferences, however, cannot be guaranteed.

The two-year period required for eligibility for a transfer under the directive may not include any time spent in the area while at recruit training or in a service school. Transfers in exchange will not be authorized individual cases, and such requests shall not be forwarded to BuPers.

It is expected that transfers will not exceed 15% quarterly of the enlisted Waves. Transfers are to be made at government expense, and no delay en route is to be authorized.

Exceptions to this general policy are provided for by Women's Reserve Circ. Ltr. 5-43, issued 11 Dec. 1943 by the Chief of Naval Personnel to various commands. This directive, which remains in effect, provides the following circumstances under which BuPers

may consider requests for transfer not covered by the shore redistribution procedure: (1) when an individual has skills needed by the Navy which cannot be utilized in her present billet and no other billet is available in the activity, district, river command or naval air training command; (2) when an individual requests transfer in lieu of discharge because of dependency existing prior to enlistment or arising subsequent thereto. In the latter case, requests are to be supported by adequate affidavits.

## *Request Made for Officers To Volunteer for Duty in Underwater Demolition*

Volunteers from officers of the rank of lieutenant commander and lieutenant for duty in connection with underwater demolition teams have been called for by BuPers.

All candidates should have demonstrated leadership and administrative ability in their present assignment, be under 35 years of age, and be in excellent physical condition with a minimum vision of 18/20. They should also be good swimmers, according to the directive.

Requests for this extra hazardous duty may be submitted, via official channels, to the Chief of Naval Personnel, with the CO's endorsement indicating suitability and availability.

These instructions are contained in BuPers Circ. Ltr. 350-44 (NDB, 30 Nov. 1944, 44-1324).

## *Personnel with Deep-Sea Stevedoring Experience May Apply for Commissions*

Enlisted personnel who have had civilian experience in deep-sea stevedoring are eligible to apply for appointment as temporary or permanent commissioned or warrant officers in the Civil Engineer Corps, Naval Reserve, to fill available billets in the special (stevedore) construction battalions.

Under provisions of BuPers Circ. Ltr. 360-44 (NDB, 30 Nov. 1944, 44-1334) applications will be considered by BuPers from men between the ages of 22 and 48 years. Although a college degree is desirable, particularly for appointment as a commissioned officer, formal education will be waived for candidates having outstanding experience. According to the directive, all candidates should have had at least five years of successful civilian supervisory experience in deep-sea stevedoring.

Applications may be submitted to BuPers (Attention P-3655), via official channels, in accordance with the procedure set forth in BuPers Circ. Ltrs. 159-42 (NDB, cum. ed. 42-1023) and 152-43 (NDB, cum. ed. 43-1326).

## *Telegrams Answering Leave Extension Requests Not to be Sent Collect*

Telegrams sent to enlisted men or officers on leave in response to requests for extensions of leave are considered Government business and are to be sent at Government expense. It has recently come to the attention of CNO that, apparently unaware of this provision of Communication Instructions 1944, Appendix III, Paragraph 503(g), some COs are telegraphing such replies collect. While the amount involved is not large, a memorandum from CNO notes, it is felt that naval personnel should not be obliged to spend personal funds for the conduct of official business.

## *Honorable Discharge Emblems to Be Given To Naval Personnel*

Regulations providing for the distribution and wearing of the armed forces honorable discharge emblem, which was announced in the December 1944 INFORMATION BULLETIN, p. 76, specify that the insignia is to be presented gratuitously to officers discharged or separated from the naval service under honorable conditions and to enlisted personnel given a type discharge which carries with it the privilege of retaining and wearing the naval uniform after discharge as of or after 7 Dec. 1941.

Personnel separated or discharged from the service under condition stated above may wear their uniforms from the place of discharge to their home within three months after discharge, and thereafter on occasions of ceremony, with the discharge insignia sewed to the center of the right breast of all outer uniform clothing immediately above the top line of the pocket or approximately in that position if the uniform has no right breast pocket. Each man or woman is to be given several of the insignia, on appropriate backgrounds for wearing with various uniforms.

Personnel who are eligible and who have not received the emblem, may submit requests to BuPers. When forwarding requests, officers should include the original and one certified copy of their separation document; enlisted personnel should enclose their discharge certificates. These documents are also to be presented when applying in person to shore activities authorized to distribute the emblem.

Personnel discharged from the naval service during the war for the purpose of reenlistment, as well as members released to inactive duty (but not separated from the service) are not eligible for the emblem.

For details see BuPers Circ. Ltr. 378-44 (NDB, 15 Dec. 1944, 44-1407).



Dope Sheet (NAS, Norfolk)

*"Yea, I know the bill was signed—but you still gotta have orders."*

# THE BULLETIN BOARD

## TRAINING COURSE NOTES

### Line Officers and Enlisted Men Invited to Apply for Oriental Language Training

Applications for intensive training in Japanese, Chinese, Russian and Malay languages are requested from male line officers and enlisted men of the regular and reserve components of the Navy by BuPers Circ. Ltr. 376-44 (N.D.B., 15 Dec. 1944, 44-1405).

The courses, which are conducted at the Navy Training School (Oriental Languages), University of Colorado, Boulder, Colorado, are of the following duration: Japanese, 14 months; Chinese, 18 months; Russian, six months, and Malay, three months. During the course of study all students, whether married or single, are required to live in the naval dormitories on the campus.

Applications must be within the age limits of 19 to 29 inclusive and must have completed at least two years of college work which would meet either of these requirements:

(1) Have a college record of honors standard and show evidence of a thorough mastery of one or more foreign languages, preferably an Oriental language, Greek or German.

(2) Possess a college record of 80% or have an average of 3.6 or rank in the top 5% of the class.

They need not be physically qualified for general sea duty.

Qualified personnel may submit applications to the Chief of Naval Personnel, via official channels, using a form similar to the enclosure published with the directive. Personal interviews will be arranged at a convenient location for applicants deemed qualified. Receipt of application will not be acknowledged by BuPers.

Several new training courses and revised, up-to-date editions of others will be made available to the naval service in the next few months. When new editions of currently issued manuals, such as those for BM2c and FC2c, are received at the training course distribution centers, they will be automatically substituted for the older publications.

An initial distribution of the new RdM2c training course (confidential) has just been made to all naval vessels with radar men allowed in the complement, to radio material officers and assistant radio material officers, to radar schools and to antisubmarine warfare training centers. Additional copies will be made available upon receipt of an official request from the commanding officer of a naval activity. The first edition of the course for SoM3c and SoM2c (confidential) will be distributed in a similar manner during January 1945.

Copies of the new publication, Training Officer's Guide for Enlisted Advancement, NavPers 16325, have also been mailed to naval vessels and training activities. Details on other distributions will appear in subsequent issues of the INFORMATION BULLETIN and the Bureau of Naval Personnel Training Bulletin.

A revised order blank for Navy

training courses, NavPers 676, is now available from the three activities which distribute the material:

Bureau of Naval Personnel, Training Aids Division, Washington 25, D. C.

Educational Officer, 11th Naval District, San Diego 30, Calif.

Educational Officer, 14th Naval District, FPO, San Francisco, Calif.

To expedite the shipment of manuals and to maintain adequate supplies at each naval activity, COs and training officers are urged to submit requisitions once every month or two, instead of forwarding frequent small orders.

Naval officers are reminded that four new correspondence courses are on hand at the Naval Reserve Educational Centers at New York, N. Y., Great Lake, Ill., New Orleans, La., and San Francisco, Calif. The naval reserve educational center nearest the FPO address of the vessel or activity to which an officer is assigned should receive the enrollment request from officers outside the continental limits of the U. S. who are not located within a specific naval district. Titles of the new courses are: Naval Engineering and Electricity (Basic), Communications, International Law, Ordnance and Gunnery.

## NEW V-DISC RELEASES

Following is the list of V-Discs contained in the January 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.

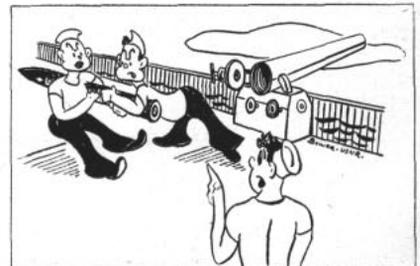
21. THE LAST ROUNDUP—Bing Crosby; DON'T YOU NOTICE ANYTHING NEW; I'LL SEE YOU IN MY DREAMS—Andy Russell.
22. I LIKE TO RIFF; SMILES—Charlie Barnet; AND THE ANGELS SING—Ziggy Elman.
23. MY HEART SINGS; SINGING IN THE RAIN—Guy Lombardo; FISH MARKET—Krupa.
24. UNTITLED—Goodman Quintet; SOMETIMES I'M HAPPY—Benny Goodman.
25. WARM VALLEY—Duke Ellington; ON THE SUNNY SIDE OF THE STREET—Lionel Hampton.
26. BLOOMER GIRL MEDLEY—Kostelanetz.
27. FOR ALL WE KNOW; THE LADY IN RED; WE'LL GET IT—Tommy Dorsey.
28. AND THE GREAT BIG SAW; COCKTAILS FOR TWO—Spike Jones; LULLABY OF BROADWAY; IS YOU IS OR IS YOU AIN'T—Andrews Sisters.
29. DANCING IN THE DARK; FRENESI—Artie Shaw.
30. OVERTURE TO PROMETHEUS; FETES—N. Y. Philharmonic Orchestra.
31. LET ME LOVE YOU TONIGHT; JUST CLOSE YOUR EYES—Frank Sinatra; MY BLUE HEAVEN; WHEN I MARRY—Billy Williams.

132. IN THE MOOD; MISSOURI WALTZ; ALICE BLUE GOWN—Glenn Miller.
133. AIN'T MISBEHAVIN'; TWO SLEEPY PEOPLE; SLIGHTLY LESS THAN WONDERFUL; THERE'S A GAL IN MY LIFE—Fats Waller.
134. HOLIDAY FOR STRINGS; POINCIANA—Dave Rose.
135. PEE WEE SPEAKS—Muggsy Spanier; MOP MOP—Esquire All Stars.
136. CUDDLE UP A LITTLE CLOSER; MY GAL SAL; ON THE BANKS OF THE WABASH—Freddy Martin.
137. I REALIZE NOW; GEE BABY AIN'T I GOOD TO YOU—King Cole Trio; TWILIGHT TIME, TICO TICO—Three Suns.
138. BLUE DANUBE WALTZ—Toscanini.
139. YOU MADE ME LOVE YOU; THERE GOES THAT SONG AGAIN; STEEL GUITAR RAG—Harry James.
140. DO YOU SAVVY—John Kirby; CONFESIN'; PALE MOON—Tony Pastor.



Mobster (Fleet Hospital 109)

"Now, Sir, about that three-day leave."



Muzzle Blast (AGSch, Miami)

"Okay, Reilly, it's Schultz's turn to load the gun."

# INDEX FOR JANUARY 1945 ISSUE



## THIS MONTH'S COVERS

Aboard one of the Navy's new battleships a BMC takes appropriate action on the subject at hand: a fried-chicken Sunday dinner. For the story behind this scene, see p. 12. **INSIDE FRONT COVER:** Small craft armed with rockets, which give them the firepower of much larger vessels, practice for coming assaults on enemy-held beaches (Official U.S. Navy photographs). **OPPOSITE PAGE:** A Coast Guard combat cutter knives through the dark, gale-ruffled North Atlantic while patrolling her beat on the supply route to Europe (Official U.S. Coast Guard photograph).

## DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of *Nav Department Bulletin*) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the *INFORMATION BULLETIN*, and indicated that the 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.

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		Women's Reserve, enlisted: redistribution planned	78

THE INFORMATION BULLETIN IS FOR

# ALL HANDS

... PASS THIS ONE ALONG AFTER YOU HAVE READ IT



**IF THERE'S BEEN A BIG  
CHANGE IN YOUR LIFE....**



**REMEMBER TO MAKE ONE IN YOUR  
INSURANCE TOO!**

If you wish to change the beneficiary of your Government insurance, because of a change in your marital status or for any other reason, don't put it off—put it in writing! Your Benefits and Insurance Officer will give you full information and proper forms.

