

BUREAU OF

MARCH 1943

NAVAL PERSONNEL

INFORMATION BULLETIN



PC CROW'S NEST



**A New U. S. Battleship
Heads for Sea**



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NAVAL PERSONNEL
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MARCH 1943

• NUMBER 312

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This magazine is published monthly in Washington, D. C., by the Public Relations Division of the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. Because copies cannot be furnished all personnel individually at present, it is requested that each copy be given as wide a circulation as possible. It is suggested that readers pass along their copies when they are finished. To further publicize the contents, ship and station papers may desire to reprint pertinent material from the Bulletin. All activities should keep the Bureau informed of how many copies are required. While the Bulletin is published for the guidance of the Service, the authority for all information contained herein is the particular order or directive on which the information is based. Articles of general interest may be forwarded to the Editor via official channels.

The Value of Our Solomons Bases

HENDERSON FIELD MAY HELP SHAPE FUTURE STRATEGY

THE HIGHLY strategic value of Henderson Field in the battle of Guadalcanal and as a base for future operations in that area is indicated in Japanese losses credited to United States flyers based there.

Not only is Henderson Field destined to play a vital role in our Southwestern Pacific operations, but the many lessons learned there by our marines, naval forces, and other branches of the service will be highly valuable in future operations.

A construction race played an important part in the conquest of Guadalcanal. While the Japanese were hurrying their own airfield on Guadalcanal toward completion, a marine complement was feverishly hacking out an airfield on a strategic point in the New Hebrides. This field, constructed under hundreds of handicaps never before encountered by American fighting forces, was completed in time for the attack on Guadalcanal. Many were the lessons learned in airport construction under seemingly endless handicaps.

During the bitter fighting on the tiny Southwestern Pacific outpost, American fighting forces learned that "sweat now will save blood later," and that rigid training programs are necessary prior to jungle combat.

American troops on Guadalcanal learned the "don'ts" of fighting the Japanese:

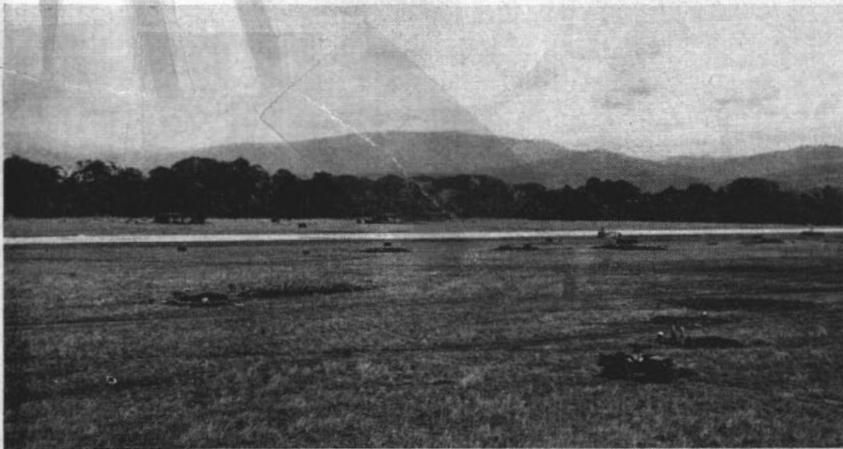
Don't get chummy with strangers in dark places just because they speak English (lots of Japs went to American schools).

Don't run out to pick up leaflets a Jap drops from his plane. The English is terrible and, besides, he's probably coming back to shoot the place up.

Don't try to start a hock-shop in the jungle by picking up Jap watches, fountain pens, flashlights, and other trinkets that may have mines or "booby traps" attached.

During fighting on Guadalcanal the Americans learned many tricks from their Japanese opponents, but above all they found that "the Jap jungle soldier has proved himself to be a

(Continued on page 47)



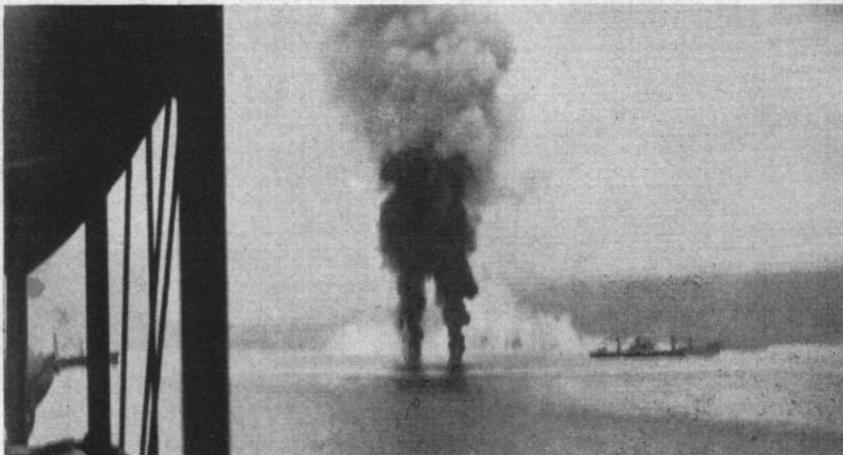
—Official U. S. Marine Corps Photograph.

Henderson Field was the major prize in the Solomons.



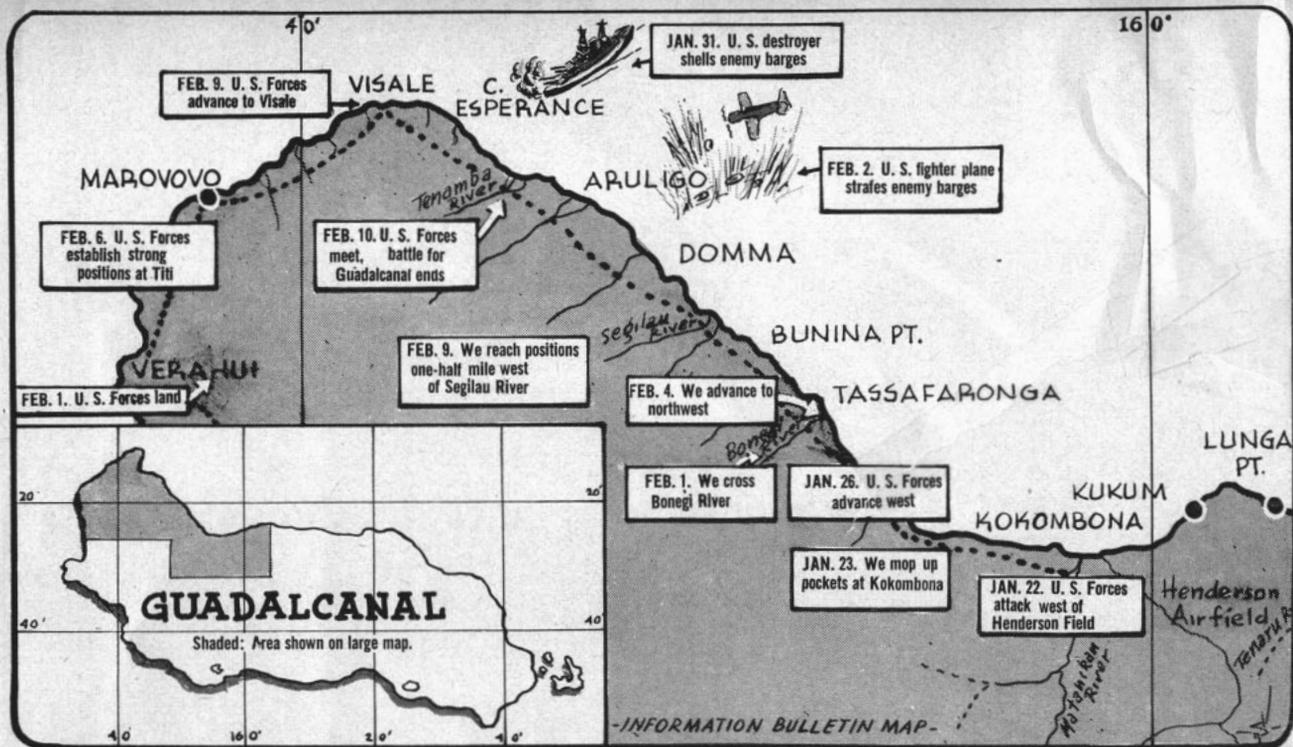
—Official U. S. Navy Photograph.

The Japanese lost up to 75,000 men in the campaign.



—Official U. S. Navy Photograph.

Pyres of shot-down Japanese planes burned almost daily.



In 25 Days: 6,066 Japanese Killed, 127 Prisoners—and Complete Victory

THE FINAL, decisive American drive on Guadalcanal began January 15. The map above shows how it developed. The headline above tells some of the byproducts of the campaign that left United States forces in complete control of the island. All the climactic battles took place in the northwest corner of the island covered by the map.

Actual end to the battle for Guadalcanal came when two United States Army officers walked toward each other through the jungle and shook hands while soldiers around them cheered and yelled. Such was the meeting at Tenamba of the two forces that advanced from either side to pinch off the Japanese.

Lt. Col. James A. Dalton, of Bur-

lington, Vt., commander of the eastern Army unit, said simply, "Boy, am I glad to see you!"

Maj. H. Wirt Butler, of Springfield, Ill., leader of the advance force from the west, grasped his hand.

The weary troops sprawled on the ground, and swapped yarns.

"It's sure swell to be on the winning side," said a soldier.

CONQUEST OF GUADALCANAL

THE last bit of organized Japanese resistance on Guadalcanal Island has been crushed; and American forces, accomplishing their initial objective in their first major offensive of World War II, are in complete possession of the tiny South Pacific outpost.

The end of hostilities, together with the almost complete annihilation of the enemy upon the island, came February 10—3 days more than 6 months after United States marines first landed on the island, August 7, 1942.

On November 14 and 15 one of the greatest naval battles of the war to date was fought off Guadalcanal, with the enemy suffering the loss of one battleship, eight cruisers, six destroyers, eight transports, and four cargo transports, in addition to a second

battleship or heavy cruiser. Two other enemy battleships, one cruiser, and seven destroyers were damaged. American losses were comparatively light.

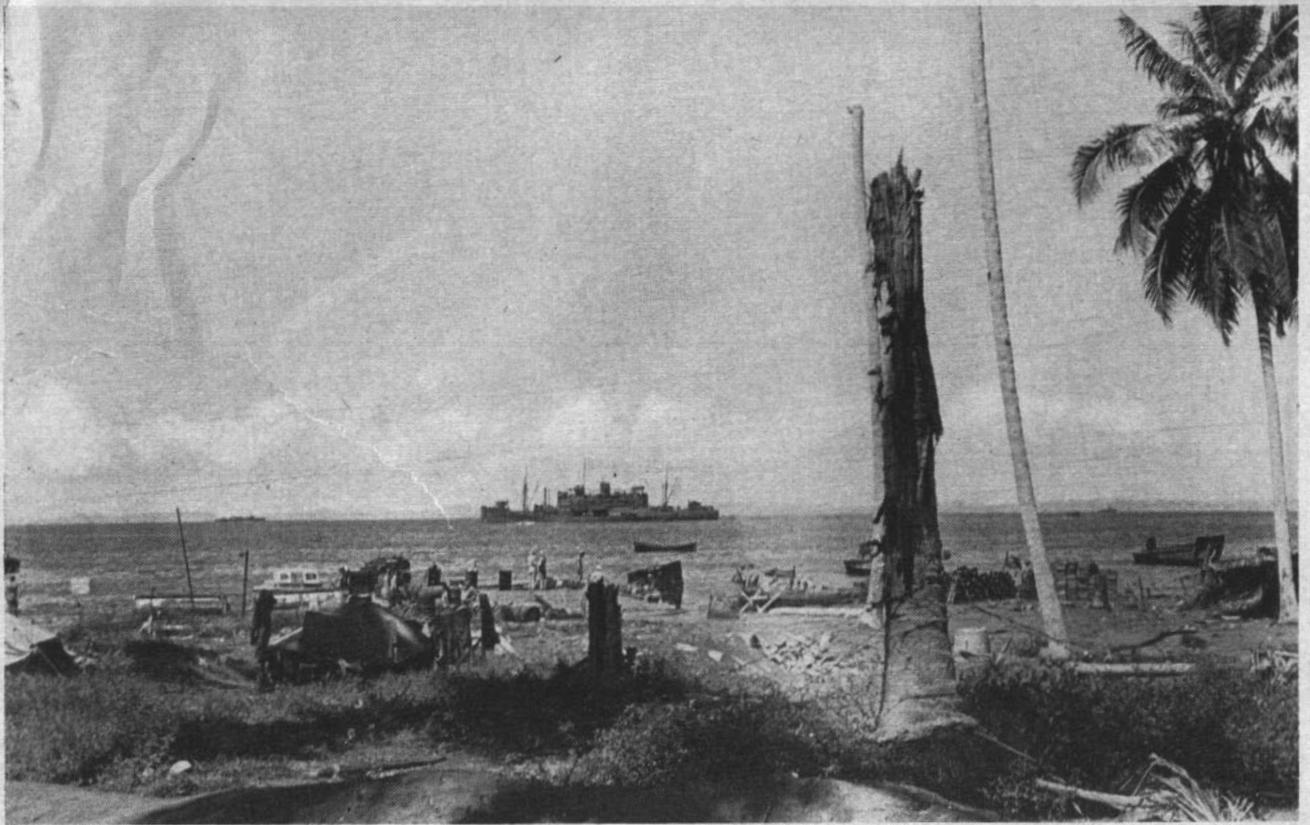
After 5 months the marines were relieved by Army replacements. Commanded by Maj. Gen. Alexander A. Vandegrift, the veteran jungle fighters were replaced by Army units commanded by Maj. Gen. Alexander M. Patch on January 21. The Army, with the remaining Marine Corps units on the island, completed the elimination of Japanese forces.

The Early Fighting

In a surprise landing operation, protected by Navy guns and flyers, the marines charged ashore on several is-

lands in the southeast Solomons early in August 1942. On the smaller islands, including Tulagi, Gavutu, and Tanambogo, strong opposition was encountered, but once this had been overcome conquest of these islands proved complete and permanent. Guadalcanal, 90 miles long by 30 miles wide, and bearing the invaluable prize of a large airfield built by the Japanese, became a major battleground.

The marines immediately seized the airfield and began an heroic defense as the Japanese lashed out again and again in furious attempts to retake it. Day after day, night after night, the enemy bombed and shelled the marines from the air, land, and sea, ringed the field with snipers, and smashed at American lines with waves of veteran troops.



—Official U. S. Navy Photograph.

SUPPLY LINE to Guadalcanal. A United States transport unloads men and material.

The enemy, in preponderant numbers, sought to batter through the Tenaru River line under cover of darkness, but withdrew the next day leaving 800 dead; stormed Marine positions on Lunga Ridge, again by night, fell by the scores in bloody hand-to-hand struggle, and fled in disorder; tried to drive across the Matanikau River and were repulsed; and finally unleashed an all-out assault in which they attacked from varied points by land while blasting at American lines from planes and offshore ships. After a week they withdrew, again staggered by heavy losses.

With hardly a breather, the marines crossed the Matanikau and took the offensive. From that time they slashed at the Japanese without let-up. Army Flying Fortresses and Marine planes bombed and strafed enemy troops while marines chopped them down group by group, pocket by pocket, in savage land fighting. Sharp skirmishes and patrol clashes deep in the jungle were almost daily fare.

In their main bivouac area many marines lived under tiny pup tents, some in caves, and a few in shamble tin-roofed houses. All had fox holes

into which they burrowed while bombs and shells poured down. At the front they lived in slit trenches.

By day, when it wasn't raining, the sun was so hot that the marines sweltered as they drew beads on the enemy. By night seepy, tropical rains chilled the men and left them lying in water and mud. Mosquitoes were inescapable. The men slept fully clothed, rifles at hand.

Mess kitchens were housed by scrap timber, had kerosene stoves emplaced in the ground. Menus at first consisted of little more than captured rice, some captured canned foods, and coconuts. But later the men ate meat, beans, canned fruit, bread and butter, and coffee. Men on patrol carried their own canned rations. Thanksgiving and Christmas dinners featured roast turkey with the trimmings.

Chaplains conducted regular religious services. With slung rifles, the men sang hymns and knelt for prayer on cleared fields within range of enemy fire.

The men followed the records of their air aces with lively interest. They cheered Capt. Joe Foss as if he were a college athletic idol when he shot down his twenty-sixth enemy

plane one fine day in late January.

They waited eagerly for the returns each day as Maj. John L. Smith ran his total to 19 Jap planes before returning to the States and Capt. Marion Carl's score mounted to 17.

The First Phase

The marines landed on Guadalcanal on a strip of beach lying between the Tenaru and Ilu Rivers, some distance east of the nearly completed airfield which was their objective. To cover the operation, guns and planes of the fleet concentrated fire on Japanese positions in the region of Lunga Point and the beach.

So complete was the surprise and so effective the marines' fire that the Japs fled precipitately, abandoning supplies, equipment, and installations virtually intact. The landing was without opposition, and the advance on the airfield encountered little. By sundown August 8 the immediate objective had been accomplished. Tulagi, Gavutu, and Tanambogo had fallen. The Japs had withdrawn into the rugged terrain of impenetrable jungle and ridges and 8,000-foot mountains.

Meanwhile, Japanese aircraft attacked our transports savagely on the

afternoon of August 7 and again the next day. On the night of August 8-9 a strong enemy surface force caught our intercepting force of heavy cruisers in the lee of Savo Island, off the northwest point of Guadalcanal. The U. S. S. *Astoria*, *Quincy*, and *Vincennes*, and the Australian cruiser *Canberra* were sunk, but the Japanese withdrew without attacking the main convoy, which continued the unloading of supplies and sailed away the evening of August 9.

On shore the marines, because of their limited numbers and the nature of the terrain, did not attempt to take over any large area, merely enough to protect the airfield. The defense area extended about 6 miles along the coast and, roughly, 4 miles inland.

The east flank lay along the left bank of the Tenaru River. Southern defenses were anchored on Lunga Ridge, a crooked stretch of high ground that dominated the airfield. The western flank was covered by a system of outposts and strong points extending toward, but not to, the Matanikau River.

Japanese resistance soon stiffened. There was sniping by day, sharp attacks on outposts by night. Occasional small parties of the enemy were cornered and liquidated, but systematic mopping up proved impossible.

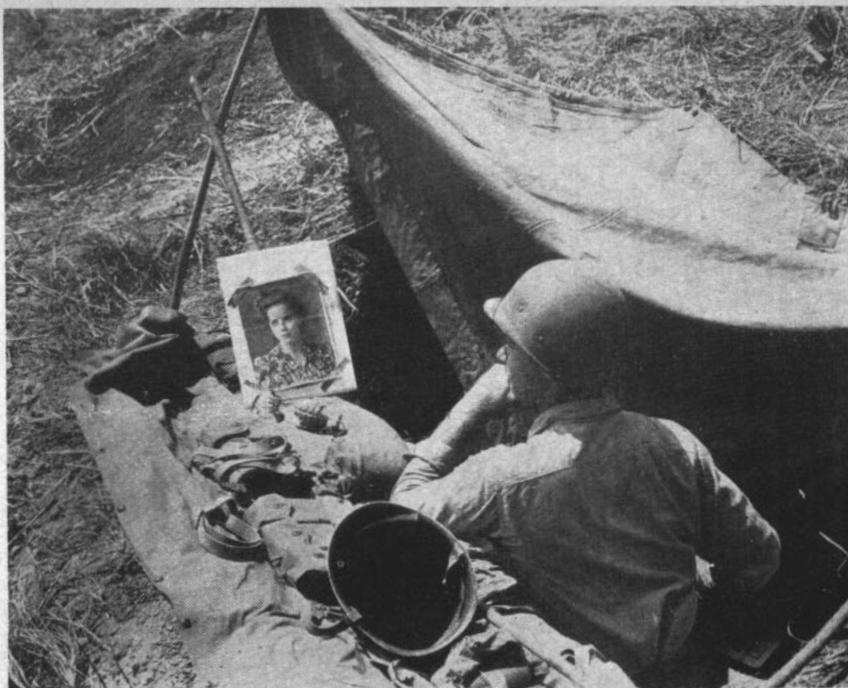
Until sea and air support could be consolidated, the marines were powerless to prevent the landing of fresh Jap troops. Waves of bombers blasted the airfield the Americans were laboring day and night to complete, and enemy subs stole up at night to shell the position from the sea.

During the second week of occupation, enemy activity made it evident that a major effort to recapture the airfield was in the offing. It was known that strong forces had landed to the east, at Tasimboki Bay.

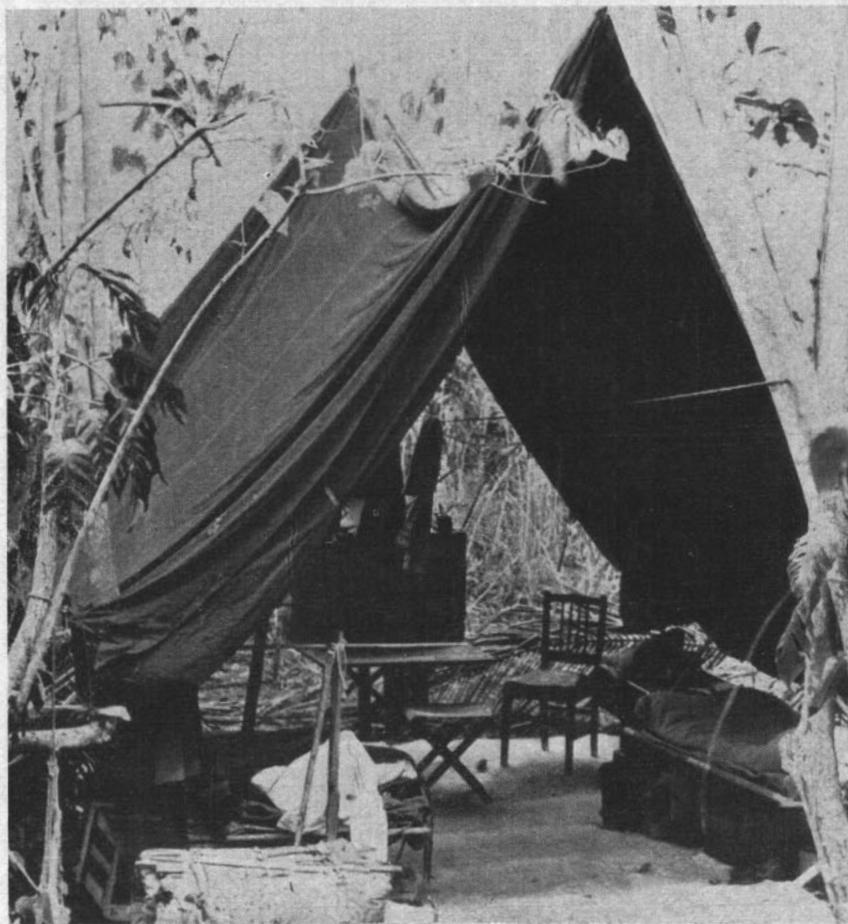
The first American planes had arrived by this time. On the morning of August 21, at 2:30, the Japs struck in force along the lower Tenaru.

In the Battle of the Tenaru it appears probable that Jap plans went awry. While one force feinted at Marine positions near the mouth of the Tenaru, a second column was to swing inland, ford the river, and come down on the defenders' right flank. In the darkness, however, this flanking column seems to have mistaken the nearby Ilu for the Tenaru,

(Continued on page 45)



MARINE keeps necessities of life close at hand in Guadalcanal foxhole. Hand grenades are right by girl friend's picture. Bottom: Quarters of Major General Vandegrift, Marine commander on the island, contained about the same necessities as tents of his men.



—Official U. S. Marine Corps Photograph.

The Navy Adopts Selective Service

A great tradition ends as induction replaces
voluntary enlistment for men 18 to 37

A STRANGER who stepped into one of the 93 Selective Service induction centers throughout the country on the morning of Monday, February 1, 1943, would have known at once that something unusual was up. He would have sensed that the always busy scene on this particular morning hummed with new activity. He would have noted unaccustomed uniforms mixed in with the olive drab of the Army—for instance, the gleam of brass buttons against Navy blue, plus the globe and anchor insignia of the Marine Corps.

Even the waiting lines of civilians buzzed with a strange new excitement. For in the mind of each one of these prospective inductees burned the same question—would the close of that day see him in the service of the Army, the Navy, the Marine Corps, or the Coast Guard?

An Historic Morning

Thus, on that Monday morning, did induction into the Navy begin and voluntary enlistment officially end for men between the ages of 18 and 37, inclusive.

So ended, too, a great tradition dating all the way back to John Paul Jones and the first gallant wooden fighting ships of the United States Navy. Through all its wars and the century and two-thirds of its existence the Navy had manned its ships with volunteers—except for one brief period at the end of World War I, when a handful of men (12,493) were taken into the Navy through the draft.

Not through any lack of volunteer material was this change being made. For, as the summer of 1942 moved into fall, each month had seen a new high mark set for enlistments, with volunteers coming forward at a rate better than a full peacetime Navy per month.

On December 5, 1942, however, came the manpower order placing responsibility for the Nation's manpower needs, both industrial and military, in the hands of the Manpower Commission. The order banned all volunteer enlistments in the armed forces for men 18 to 37, inclusive, and substituted induction under Selective Service. In order to allow time for the mechanics of the new system to be set up, actual operation of the order was postponed to February 1.

How the New System Works

When a man reports to a joint induction center by order of his local Selective Service board, he takes one comprehensive physical examination which either qualifies or rejects him for induction. Navy physical standards have not changed. However, the Army's differ in only a few respects insofar as general service is concerned. For instance, color-blindness bars a man from the Navy but not from the Army. The latter will take men 2 inches shorter and 2 inches taller than will the Navy, and also does not regard venereal disease as an absolute cause for rejection. The Army also takes a controlled number of men for limited service, whereas the Navy has only general service.

At the end of the physical examination, the man's medical work sheet is checked over by a joint Army-Navy medical examining board. They clear



—International News Photograph.

NAVY RECRUITS

his eligibility for the various services from a medical standpoint but do not attempt to decide which branch of the service he goes to.

A Joint Committee Decides

The prospective inductee next appears before a preliminary classification committee consisting of Army and Navy technicians. They question each registrant as to his education, trade, skills, age, previous military service, etc.

On the basis of this information they recommend whether a man is best suited for the Army or naval service—without regard as to whether that service be in the Navy, Marine Corps, or Coast Guard. Final decision on separating the registrants into the two groups is made by an assignment committee composed of one Army and one naval officer. They not only take into account established quotas and the relative proportion of various skills and capabilities going to the two services, but they also consult the registrant's own preference and follow it insofar as possible.

At this point the two groups separate. The naval quota is transported to the local recruiting station for completion of their induction and for distribution of individuals to the three branches of the naval service—Navy, Marine Corps, and Coast Guard. (In some cases this distribution is made at the induction center.)

Three Choices are Open

Mr. Registrant is now a genuine Navy inductee, with the classification of apprentice seaman, USN-I. The "I" stands for "inductee." At this point he is confronted with three choices. He can remain an inductee if he wishes, but in that case he is automatically transferred to the Naval Reserve when released from service at the end of the war and remains liable for service for a period of 10 years, or until he reaches age 45. He can volunteer for the Regular Navy to serve the usual period of 6 years, but must pass the Regular Navy physical standards (which are slightly higher) and be between the ages of 18 to 31. If he qualifies, his classification then

Men wanted

FOR

THE NAVY!

All able bodied men and boys

Will be enlisted into the **NAVAL SERVICE**
upon application at the Naval Rendezvous.

Come forward and serve your Country
WITHOUT CONSCRIPTION!
Roanoke Island, Dec. 8th, 1863.

—Naval Records and Library.

A recruiting poster of Civil War days.

changes to apprentice seamen, USN-SV. The "sv" stands for "selective volunteer." Or, finally, he can volunteer for the Naval Reserve, under the classification apprentice seaman, class V-6 USNR-SV.

Whatever his choice, he may have 7 days in which to settle his affairs and then is sent to a training station as an apprentice seaman. At the end of the training period he is eligible for further technical schooling or a rating, if qualified. At this point, if he has had previous active naval service, he will receive at least the rating held at time of discharge,

up to but not including C. P. O.

Volunteering for Induction

Under the terms of the manpower order, men who are 17 years old or between the ages of 38 to 50½, inclusive, are still free to enlist in the Navy as before. Furthermore, men who are within the proscribed limits of 18 to 37 may volunteer for induction ahead of time. However, this does not mean they can make sure of getting the service of their choice—a man simply volunteers to be in-

(Continued on page 28)

LIFESAVING FISHING INSTRUCTIONS

READ these instructions with care. Follow them. They may spare you much needless suffering, or even save your life. Keep cool, and use your head. Steadiness and good temper have got many a man out of the same fix you are in. Never give up.

The fishing tackle in this kit has caught fish for others all over the world. It should catch fish for you. Be careful of it. Your life may depend on how you protect it and use it.

Fish is Food and Drink

If you can catch fish, you will not die of hunger or thirst. The flesh of fish caught in the open sea is good to eat, cooked or raw. It is healthy and nourishing. Many tribes and some nations commonly eat fish raw and like it.

If and when you have caught more fish than you can eat, squeeze out or chew out the juice of the flesh and drink it. Fish juice tastes much like the juice of raw oysters or clams. It has been tested and found safe.

To squeeze it out, take a piece of the flesh without bones or skin. Cut it up fine. Wrap it in some kind of cloth, leaving long ends, and let two men twist the ends hard. The juice will drip out.

To chew it out, put a piece of fish in your mouth. Chew it small. Suck out the juice and swallow it, then spit out what is left. Keep it up so long as you are thirsty and have fish.

Twelve General Rules

1. Never make your lines fast to your finger, hand, or foot, or to your boat. A big fish might cut you, or break your line and carry off your tackle.

2. Let another man hold the end of your line while you are fishing. That gives you two chances to save your tackle and catch your fish.

3. Do not lean over or rush to the side of the boat when a fish is hooked, or let others do it. If that happens, a boat in a seaway may be upset.

4. Try to catch small fish rather than large ones. Big fish, such as large sharks, may break lines, carry off baits, cut your hands, and make other trouble, or even upset your boat.

5. Keep your bait moving to make

EMERGENCY EQUIPMENT INSTALLED

NAVY lifeboats, life rafts, and other lifesaving vessels are being equipped with modernized fishing kits, together with a waterproof copy of fishing instructions which may mean life instead of death to men forced down at sea or marooned.

The kits were modernized as a result of recommendations made by a Navy board to investigate the subject of special clothing and equipment. Four experts wrote the fishing instructions especially for inclusion in the kits.

In order that information regarding the subject may be given

the widest circulation possible among Navy personnel, particularly among aviation and armed guard crews, the complete list of instructions is printed herewith.

Meanwhile, the objective data section, intelligence center, Pacific Ocean areas, has prepared a Castaway's Baedeker to the South Seas for distribution to naval personnel in that area. This pamphlet guide covers fish and plant life of the area; advises on shelter, fire building, first aid. The illustrations with the fishing instructions here are from the Castaway's Baedeker.

it look alive. A moving bait is better than a still bait.

6. Be sure to keep a part of any bird or fish you catch to use for bait. Fresh bait is better than the pork rind in your fishing kit.

7. After using, clean your hooks and lines of fish and fish slime. Wind them up again as they were in the kit, see that hooks are not sticking into lines, dry them in the sun, return them to the cloth pockets, and keep them dry if you can. While drying, always slide your feather jig up the wire to keep the feathers from rusting against the hook.

8. Keep your fishing tackle in a safe place, or lash it in, when not in use, so that it cannot be lost overboard, even if your boat should turn over.

9. Be very careful not to get your lines tangled or to let hooked fish tangle them. Two men, one at side, one at stern, can fish at the same time, but they must watch out. Never leave your line where it can be stepped on, and keep it from wearing itself out by cutting into or rubbing against the gunwale.

10. In a rubber boat, watch out, above all, that your knife, harpoon, or fishhooks never get a chance to prick, stab, or make a hole in your boat, and so let the air out or the water in. See that your line does not wear or cut into the rubber side. Be

very careful where you lay your tackle down, especially after catching a fish.

11. Be sure every man in your company gets his fair share of whatever you catch.

12. Keep on fishing and watching for fish. You never know when a fish may bite.

*Fishing Tackle and How To Use It*¹

Put one man in charge of this tackle. Let him wear the cloth case as an apron when in use. When not in use, keep it all together in the case. Never let it get scattered about.

RIG No. 1

Hook and line: Length of line, 100 feet. Bait this hook with a small piece of pork rind (in the kit), as wide as across the bend of the hook and a little longer. If fish are very small, make the bait small, too. If you have no bait left, slip or tie a white or pearl button off your shirt on the hook and keep it moving, sometimes slow, sometimes faster.

RIG No. 2

Mackerel jig: Length of line, 100 feet. Before fishing, scrape lead of jig until it is bright. Troll (drag) this jig behind your boat when in motion. It is intended to imitate a fish. Keep it moving.

¹To save weight, rigs Nos. 4 and 6 are omitted from kits carried on planes.

FOR CASTAWAYS IN THE SOUTH SEAS

Use the jig first without bait. Let out 25 or 50 feet of line. But if fish do not bite, hook through one end a 2-inch piece of pork rind or a narrow strip of white or light-colored cloth or canvas, or make it fast to the eye of the hook. A narrow strip cut from the white belly of a fish is excellent. A small live fish may be best of all. Hook it through the back and let it run.

When you have caught a fish or a bird, a small piece of fish or meat is usually better than pork-rind bait. If you have no other bait, cut from your shoe a small, narrow strip of leather or canvas, an inch long for small fish, longer for bigger fish. Hook it through one end and keep it moving.

When your boat is not traveling through the water fast enough to keep the jig near the top, let it sink to different depths and keep pulling the line in, either steadily or with jerks. Try both.

When the boat is moving too slow to keep jig near surface, take hold of the line about 4 feet from the jig, whirl the jig around your head on the short line, and cast it far out. Then pull in as fast as you can, either steadily or in jerks. But first see that the end of the line is firmly held by another man and that no one will be hit by your whirling jig.

The jig can also be used for deep fishing with pork-rind bait or a piece of fish or bird. Try different depths.

RIG No. 3

Feather jig: Same instructions as for rig No. 2.

RIG No. 4

Hook, line, and sinker: For bait fishing near the boat or deep down, bait with pork rind, fish, or meat. If you let this line down full length and get no fish, tie another line of about the same size to it securely and try

deeper. If the lead now on the line will not sink it, use extra lead also.

RIG No. 5

Grapple for snagging fish: Very useful if you have no bait, or if fish will not bite. When fish are around or close to the boat, throw this grapple beyond or among them, or drop it near them, and jerk it sharply to hook them.

RIG No. 6

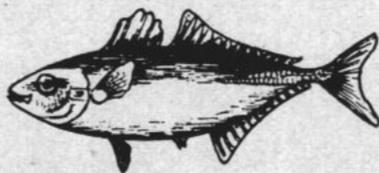
Feather jig: Same instructions as for rig No. 2.

RIG No. 7

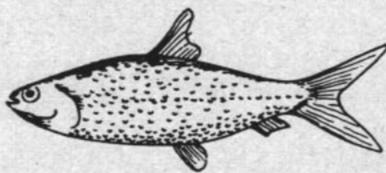
Small harpoon or spear: Very useful for taking small sharks, turtles, and fish that will not bite. Also for birds that light on the boat or swim nearby.

Let another man hold the end of the line tied in the eye at the end of the shaft. Hook the offset in the middle

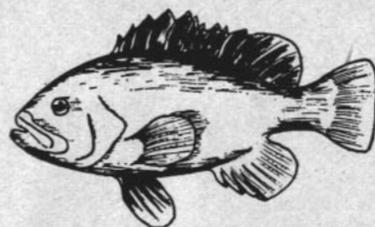
These Are Food Fishes of the South Seas



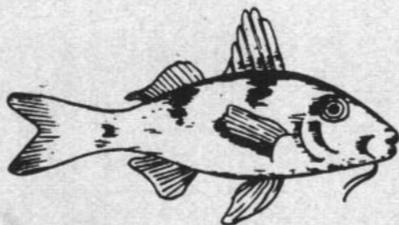
The CAVALLA has prominent eyes, a greenish-blue body, and grows from 1 to 3 or 4 feet in length. It will take a hook and frequents coral reefs.



The MILKFISH, silver blue, reaches about 2 feet in length. They run in schools and frequent shores, where they feed on bottom material. They can best be obtained by trapping or netting.



The GROUPEr may have spots or bands. Considered a good food fish, the grouper may be taken by hook and line. It frequents reefs, as does the snapper. Length: 1 to 2 or more feet.



The GOATFISH is recognized by two long whiskers attached to the chin. It is reddish or dark purple, mostly less than 1 foot in length, and will take a hook.



The SNAPPER frequents reefs, may be colored brown, yellow, violet, or red. It ranges from 1 to 2 or more feet in length. Like the grouper, it may have spots or bands and will take a hook.



THE BARRACUDA, which may attack swimmers, may be taken by hook and line, the hook secured by a wire leader, as it sometimes cuts the line. An excellent food fish, the barracuda reaches a length of 4 or 5 feet.

of the shaft over the end of an oar blade. Hold the line tight in one hand to keep the harpoon in place. Jab with this harpoon. Do not throw it.

With a knife you can shape either end of an oar or paddle, or a boathook, or stick of wood, to fit this harpoon.

When you have struck and a fish is fast, be very sure to throw the oar, boathook, or other handle back into the boat. Otherwise you might lose it. Then fight your fish with the line.

If a big hooked fish is fighting the line near the boat, harpoon it quickly. You will have a double chance to save it. Be very careful not to harpoon sharks or other fish too big to handle.

Other Articles in the Kit

Pork-rind bait: Very important. It will turn white in the water. Do not waste or lose this bait. Use it as directed.

Dip net: Very useful to catch small fish for bait or food. Unfold and open out. Move net slowly under the fish, and then lift. Do not untie either line. Hold line at front of net in left hand and use it to pull net through water while holding handle in right hand. If it falls overboard, this net will not float. Do not eat small crabs and shrimps that you may catch with this net, unless you have plenty of fresh water. They are salty and will increase thirst.

Knife: Keep lanyard fast to knife. Tie other end when in use. If it falls overboard, this knife will float.

Whetstone: Keep your hooks sharp. Dull hooks catch less fish.

Spare hooks ready to tie on line, and extra lead.

Gloves: To protect your hands from being cut by the line or when handling fish in the water or in the boat. Otherwise the line may hurt your hands badly. Many fish have sharp fins. The safest place to hold a fish is just behind the head or just above the tail. Gloves omitted from kit's on planes.

About Fishing

1. Do not forget that as a rule fish bite better at a moving bait. If the boat is moving slowly, one man can fish deep and another troll at the same time.

2. Fish do not bite well at a hook with seaweed on it. Watch your hooks and keep them baited and clear.

3. If you hook a fish too big to handle, give him as little line as possible. That way you will have more line left after he breaks it.

4. Watch for schools of fish. You may see them breaking water. Large fish will probably be near schools of small fish. Get up to such schools if you can.

5. If you have some fish to spare, you can often catch more by chumming. Cut pieces of fish very fine and scatter them in the water. Chum only if the boat is moving slowly or not at all. Chumming may bring birds also within reach of baited hook, net, or spear.

Fishing With a Light

Fish often come to a light at night. If you see flying fish, at night hoist your sail or hang up your shirt or any other white cloth. Shine the light of

your flashlight on it. Flying fish will often jump at it and fall into the boat. But be careful not to use up your flashlight unless you have several. Often the bright moon shining on the white cloth will draw the fish.

A light thrown on the water at night will sometimes bring flying fish and other small fish. Catch them with your net. They are good to eat.

Dried Fish

To dry fish, cut it in thin, narrow strips and hang it in the sun. If well dried and kept dry, it will often stay good several days. You may like it better when dried.

To dry small fish, a foot long or less, clean, take out the backbone, cut slits across the inside about a quarter inch apart, and hang in the sun.

Important: Fish not cleaned may spoil in half a day. Clean your fish and eat it or dry it without delay.

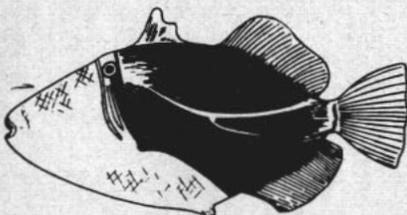
Sharks, Skates, and Rays

Do not eat the liver or meat of sharks, skates, or rays unless you have plenty of water. They are salty and will make you thirsty. Skates and rays, like the sharks, do not have scales, and their skeletons are of cartilage, not bone.

Sharks have killed many men. Stay out of the sea and in the boat when sharks or other large fish are around. Many a man has lost hand or foot by letting it hang overboard.

Splashing with an oar or striking at it will usually drive a shark away. The tenderest spot in a shark is the end of his nose. His gills come next. Do not fish when sharks are around.

These Pacific Fishes Are Poisonous



The **TRIGGER FISH**, seldom longer than 1 foot, may be fantastically colored with broad, sweeping bands; others are dark brown.



The **PUFFER** is scaleless, but wears weak and movable spines and prickles. It ranges from 2 or 3 inches to a foot in length. Its belly usually puffs up when the fish is removed from water.



The **PARROT FISH**, gaudily colored, in greens and blues, has flesh that is soft and pasty. It will be found about reefs and is characterized by teeth fused together.

They may cut your lines. Let sharks alone if you can get other fish. Never harpoon a big shark. The best place to harpoon a small shark is just behind the fin on its back. Harpooned sharks often roll over on the line and try to bite it. Fight them hard and keep the line taut. A bitten line means a lost harpoon.

Turtles

The whole meat, blood, and juice of a turtle are good to eat. There is good meat against the shell under the backbone. Cut through the ribs to get it. After a turtle's head is cut off, the head may bite and the claws may scratch. Watch out.

If a turtle comes near your boat, try to snag it by throwing your grapple or a fishhook across it where the hook will catch in leg or neck, or in the edge of the shell. Better still, use your harpoon and strike the shell hard. Swimmers have caught turtles in the sea by turning them on their backs and towing them to a boat. Hot sun brings a clear oil out of turtle fat. Dip your food in it.

Birds

All birds are good to eat, cooked or raw. Their blood and livers are eatable.

Birds will sometimes light on the boat or on your back or head. Catch every bird you can. Save the feathers. Use them to make fishing jigs. Stuff them inside your shirt to keep you warm. Or skin the whole bird, take the meat and bones out of the wings, and leave the wings attached to the skin. Dry the skin with the feathers on it in the sun and use it to wrap around your neck or cover your back. The meat and guts of birds, and even the toe, make good bait.

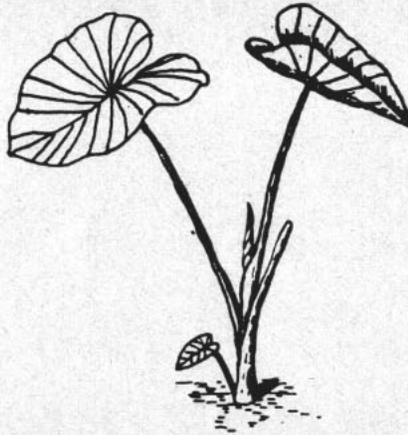
Birds follow schools of fish and show you where they are. When feeding on a school, birds sometimes get so excited that you can get right up to them and harpoon them. Watch for fish also.

You can sometimes catch small birds with your dip net. Larger birds will often take a bait of fish on a hook trolled or dragged on top of the water. If nearby, they will often come after chum or a piece of fish tossed into the air.

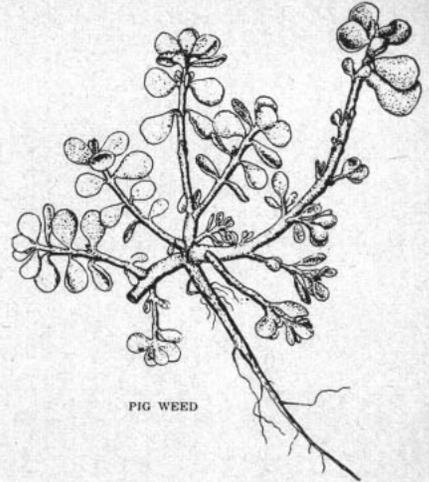
Fish in Seaweed

Certain kinds of seaweed are good

These Plants May Be Eaten



The TARO plant has a leaf in the shape of a long heart. The roots contain irritating crystals which roasting or boiling will extract. The boiled tops are edible.

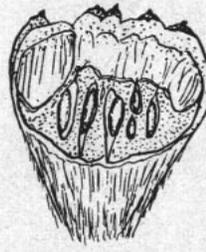


PIG WEED

The PORTULACA, or PIGWEED, has, when cooked, a food value as high as that of spinach. Young shoots may be eaten raw.



PANDANUS
Fruit



PANDANUS
Cross-section of fruit

The fruit of the PANDANUS tree may be chewed upon, or steam cooked in an earth oven. The edible paste, which is scraped from the fibers of a baked pandanus, is fragrant and tastes something like mashed potatoes.



Female Flower
Head



Male Flower
Head

The BREADFRUIT may grow wild in Polynesia. The fruit is oval, about 5 to 8 inches in diameter, rough skin, yellow green. It must be cooked. The trees average 20 to 40 feet high, with leaves 1½ to 2 feet long, shaped like fig leaves.

to eat, but not unless you have plenty of water. No seaweed is poisonous. Chew it up fine and swallow it.

A bunch of seaweed often holds small fish which you can eat. Lift it out slowly and carefully, and shake it over the boat. Pick out all little jellyfish and crabs that might be among them. Jellyfish are often poisonous. Crabs are too salty to eat unless you have plenty of water.

Eels and Snakes

Eels are fish and good to eat. But be careful not to mistake sea snakes for eels. Sea snakes are found only in the Pacific and Indian Oceans. They have scales. Eels do not. Eels swim under water, snakes mostly on top. Sea snakes are poisonous. Let them alone.

(Continued on page 49)

'Wahoo' Running, Japanese Gunning...

U. S. SUB ESCAPES TO TELL HER TALE

FOR ONE whole day it was "The *Wahoo* running and a destroyer gunning," according to the United States submarine's commander.

But the only reason she was fleeing was because she was "naked," her commander, Lt. Comdr. Dudley W. Morton, USN, of Miami, said. She had spent all her torpedoes sinking two freighters, a tanker, a transport, and a new-type Japanese destroyer in an extensive patrol in the South Pacific.

After sinking a destroyer January 24 and a complete convoy of four ships during 14 hours 2 days later, the *Wahoo* was heading for more peaceful waters January 27, when a group of vessels was sighted. Although he knew he had no torpedoes, Lieutenant Commander Morton decided to attack a "straggler" with guns from the surface. After maneuvering for the attack, he saw a destroyer steaming toward him.

"I turned tail and tried to open the range while the destroyer was firing everything it had and was driving down on us," he said. "The *Wahoo* was running, and the destroyer was gunning."

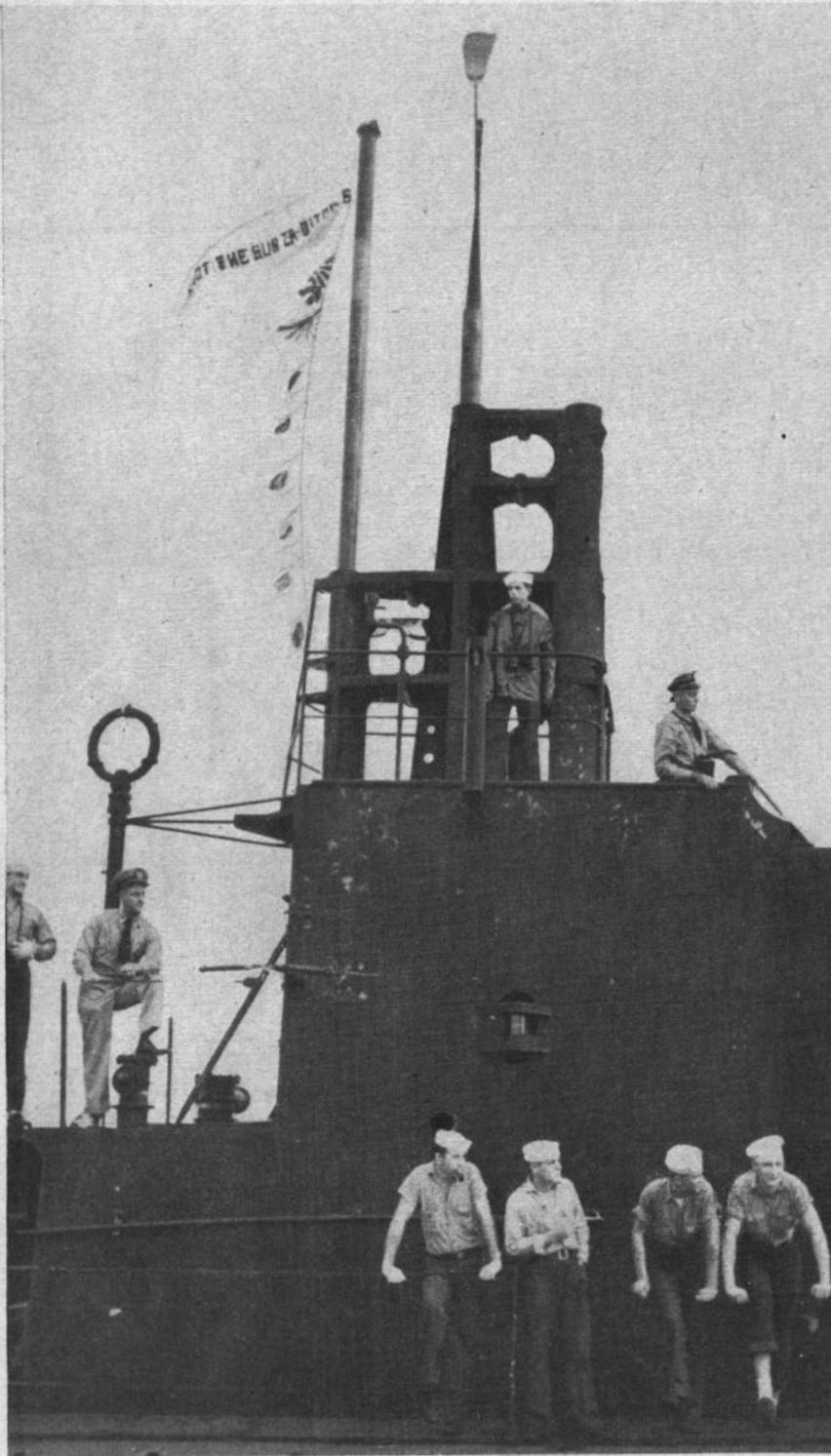
Lieutenant Commander Morton's crew bagged its first prize in a finger-like bay on Mushu Island, off the northeast coast of New Guinea.

"We were told to look out for shipping headed for Wewak, which was supposed to be a small port on the coast of New Guinea. We didn't know definitely where it was, but we found it on a 25-cent map an enlisted man had bought," the *Wahoo's* skipper related.

"We figured the location as best we could from that. However, we found an enemy destroyer, and we destroyed him."

The commander of the sub said he fired several torpedoes and missed all except the last, which hit the enemy ship between the stacks and broke it in two.

"We went on another patrol and ran into another convoy 2 days later," he continued. "It was early morning. We destroyed two ships and damaged a third. Fourteen hours



—Press Association.

THE "WAHOO" COMES HOME: Every flag on her conning tower stands for an enemy ship sunk. Another exploit of the now famous U. S. submarine: to sink an entire Japanese convoy. Notice the "clean-sweep" broom atop conning tower.



—Press Association.

Back from a successful South Pacific patrol job, this United States under-seas raider (not the Wahoo) came into an unnamed port for overhauling. Members of the crew test a deck gun that has a coat of rust. Her score: two Jap warships, two merchant vessels.

later we were able to sink the one we had crippled and a new arrival.”

Two men were wounded during the surface engagement. One had two toes amputated by L. J. Linde, of Wisconsin, a pharmacist's mate. The amputation was performed with a pair of wire clippers, as there were no surgical instruments available.

It was the first voyage in the Pacific for the *Wahoo's* commander, and he said it took a week after the cruise for him to get the nerves in the back of his neck untangled.

“And that's the sign of being scared, gentlemen,” he added smilingly.

Has Appendix Removed In Underseas Operation

Chief Pharmacist's Mate Thomas A. Moore, of Chino Valley, Ariz., had never performed an appendectomy before, but when Fireman George W. Platter, of Buffalo, N. Y., became ill with acute appendicitis aboard the United States submarine *Silversides* far out in the Pacific, Moore felt confident he could do the operation.

An hour and 35 minutes after the operation started, the spinal anes-

thetic given Platter began to wear off. Platter remarked that he could move his toes and that he was beginning to feel pain.

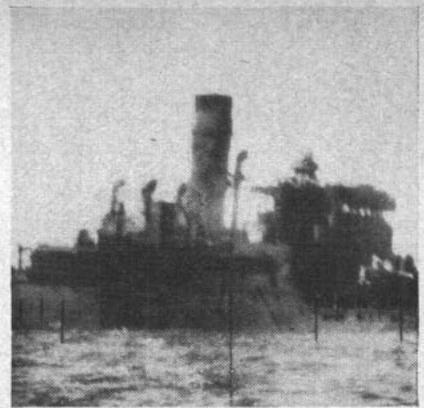
Then he said, “Hit me on the head with something.”

A can and a half of ether was used to finish up the operation.

After 5 hours work the badly inflamed appendix was finally removed. Platter quickly recovered and was back on duty within a short time.

The appendectomy was the second known such operation to have been performed aboard a United States submarine. Previously, Pharmacist's Mate Wheller B. Lipes, of Newcastle, Va., extracted the appendix of Dean Rector, Chautauqua, Kans., while their submarine was submerged in Pacific waters. (INFORMATION BULLETIN, January 1943, p. 10.)

In another operation at sea, Lawrence Wright, S2c, of Chattanooga, Tenn., had his appendix removed while aboard a Coast Guard cutter in the North Atlantic. A terrific storm was raging, and the doctor, Edward B. Gall, Galveston, Tex., his assistants, and Wright, had to be lashed to the operating table because of the pitching of the ship. The operation was successful.



—Official U. S. Navy Photograph.

Mortally wounded by an American submarine, this enemy ship, probably a transport, is afire amidships and riding low in the water.



—Official U. S. Navy Photograph.

Her stern silhouetted against the sky, a Japanese vessel makes her death plunge into a choppy sea. A photographer aboard the attacking United States submarine made this picture through the periscope.



—Official U. S. Navy Photograph.

An American submarine, operating in the Pacific, chalked up another victim in its war of attrition against Japanese shipping when it set this small enemy ship afire by shelling.

The Navy College Training Program

Qualified Enlisted Men May Apply Through Commanding Officers

ENLISTED men of the United States Navy and the United States Naval Reserve who are able to qualify may apply for assignment to the Navy College Training Program to be inaugurated about July 1. Designed to produce officers for the Navy, Marine Corps, and Coast Guard, the Navy College Training Program is open to students and recent graduates of high schools and preparatory schools and present college students in addition to enlisted men of the Navy, Coast Guard, and Marine Corps. The new program designated as the Navy's V-12 program will also absorb most students now in college who enlisted in the Navy and Marine Corps Reserves, who enlisted in the Army Enlisted Reserve Corps with Navy, Marine Corps, or Coast Guard preference, or who hold student probationary commissions in the United States Naval Reserve.

Students to be trained under the Navy's College Training Program for general duties will receive 1½ years of study at colleges and universities under contract to the Navy. This period of training will consist of four terms of college work of 16 weeks duration each. The length of courses for students who are in training for specialized service, including chaplain, medical, dental, and engineering officer candidates, will vary from 6 to 12 terms. At the conclusion of their college work students will take specialized naval training leading to commissions.

Enlisted personnel of the United States Navy and the United States Naval Reserve on active duty may apply to their commanding officers for assignment to the Navy College Training Program. Commanding officers will consider all applicants under their command and select the best qualified men on the basis of the following requirements which must be fulfilled by every applicant enlisted in the Navy or the Naval Reserve:

1. Be on active duty.
2. Be a male citizen of the United States.
3. Be morally and physically qualified for commissioned rank including a minimum visual acuity of 18/20 in each eye.

4. Have a minimum education of graduation from high school with a creditable scholarship rating and a maximum education of not more than 3 years of college completed. (Men having 2 or more years of college are eligible for the Reserve Midshipman Program.)

5. Be between seventeenth and twenty-third birthday on the day the application is submitted.

6. Be unmarried, and agree to remain unmarried until commissioned unless sooner released by the Navy Department.

7. Be recommended by their commanding officer for this training.

8. Have passed a general classification test with a grade of 85 or higher. Those who have not taken classification tests or for whom a classification test mark is not available will take the General Classification Test. Men at sea or overseas whose applications have been forwarded to the Bureau of Naval Personnel will take the test upon arrival at naval training stations designated as assembly points. Men on duty within the continental limits of the United States will be given the test by their commanding officers as soon as practicable and prior to forwarding the application to the Bureau of Naval Personnel.

9. Sign a statement that he is willing to accept a change in rating to apprentice seaman immediately prior to enrollment at the college to which assigned, if selected for this training. Personnel dropped from this training will be restored to their previous rating except in disciplinary cases.

THE recommendation of the commanding officer will be the most important single factor in selecting candidates for training. All statements and qualifications including age, education and physical condition, will be verified by the commanding officer as far as practicable under existing circumstances.

Applications of candidates selected by commanding officers should be forwarded through regular channels so that they reach the Bureau of Naval Personnel by May 1, 1943. The first group of students selected will be ordered to report for college classes to begin about July 1. Additional as-

signments will be made later for classes to start about November 1 and March 1, 1944.

Successful candidates will be permitted to indicate their preference for assignment to colleges on the Navy list. The Navy will respect the preference of the student as far as possible. No guarantee, however, can be made that a student's request for a given college will be granted.

Students may also express a preliminary choice of courses of study, such as medicine, engineering, etc. Assignment and continuance in those courses will be based on the needs of the service and demonstrated competence in the particular field.

The Navy is entering into contracts with selected colleges and universities for the training, housing, feeding and medical service of its students. Colleges are selected by a joint committee consisting of representatives of the armed forces and the War Manpower Commission. The colleges may or may not, at their own discretion, give regular academic credit for courses prescribed by the Navy Department.

THE Bureau of Naval Personnel will prescribe the curricula necessary to insure production of officer material for the various branches of the Naval service, including aviation cadets, engineer and deck officers, engineer specialists, medical and dental officers, supply corps officers, and chaplains. Curricula will vary in length according to training requirements.

The length of course for chaplains, medical, and dental officers will be twelve 16-week terms; engineering specialists, eight 16-week terms; engineering for general duty, six 16-week terms; deck and Marine line officers, four 16-week terms; and aviators, two 16-week terms. Courses for the initial two terms will be similar for all students, except premedical and pre-dental, and will emphasize fundamental college work in mathematics, science, English, history, engineering drawing, and physical training. Pre-medical and pre-dental students will substitute chemistry and foreign lan-

(Continued on page 50)



—Official U. S. Marine Corps Photograph.

Mrs. Ruth Cheney Streeter is director of women in the Marine Corps.

Marines Open Ranks to Women

Mrs. Ruth Cheney Streeter Appointed Director and Given Rank of Major

THE United States Marine Corps has opened its ranks to women. Recruiting of officer and enlisted personnel is under way.

The Marine Corps was the first branch of the service ever to admit women—during the first World War. It was the last to do so during the present war.

Director of the new organization is Mrs. Ruth Cheney Streeter, of Morristown, N. J., former State defense council member, who will hold the rank of major.

The women reserves will be trained in schools already established for

WAVES at women's colleges throughout the country. Upon completion of training they will be assigned to Marine Corps training centers, posts, and stations to release men for combat duty. By law, members of the Marine Reserve can serve only within the continental United States, just as do the WAVES and SPARS.

Both married and unmarried women are eligible, but no married woman with children under 18 years of age will be accepted and no woman married to a member of the Marine Corps can serve.

Applicants for commissions must

be between 20 and 50 years of age and must have a college degree or 2 years of college and at least 2 years of business experience or "special qualifications in a particular field." Enlisted women must be between 20 and 36 years and must have at least 2 years of high school, business school, or special qualifications.

Uniforms will be cut from the same materials as those of the male Marines. The women's green cap will have a red cord, knotted in front, surmounted with the Marine insignia. Pay and rank will be identical to those of the men, but the highest commissioned rank below the director's will be that of captain.

The new director is joint donor (with her mother) of the Cheney Award to members of the Army Air Corps. Before the war she was interested principally in health and welfare work. She learned to fly in 1940 and received her commercial pilot's certificate in April 1942. Since May 1941 she has been the lone woman member of the committee on aviation of the New Jersey defense council.

A graduate of Bryn Mawr, Major Streeter was married in 1917 to Thomas W. Streeter, lawyer and banker, now retired. They have four children, two sons in the Navy, one in the Army, and a daughter.

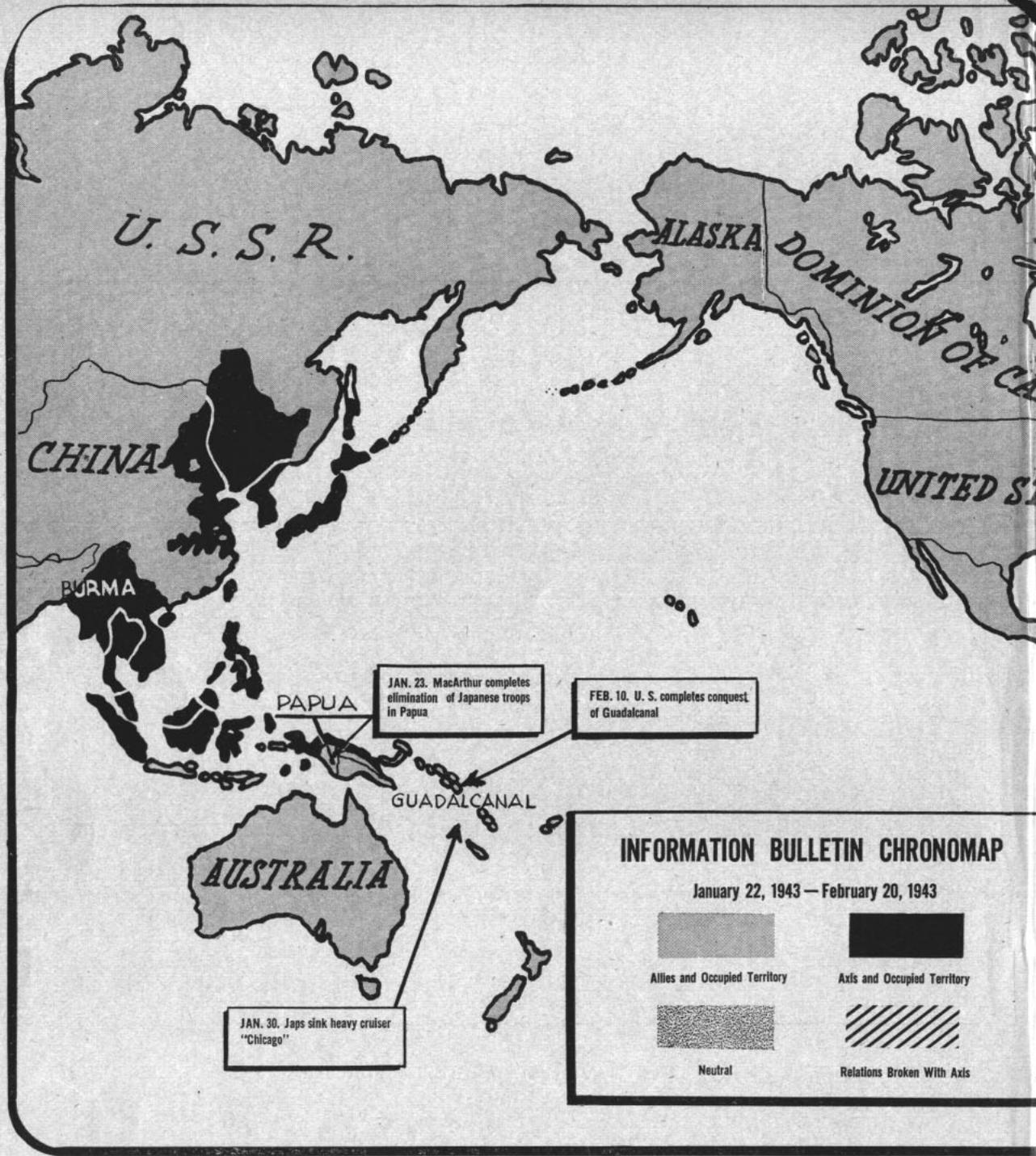
More than 500 Navy recruiting stations located throughout the country are being utilized to speed up induction of volunteers for service in the Women's Reserve of both the Navy and Coast Guard.

Screening tests and other preliminary phases of the applications received from volunteers for duty as enlisted women are to be handled at the recruiting stations, while the stations also issue forms on which officer-candidates apply for commissions.

Other steps necessary to complete the enlistment of enlisted women and the enrollment of women officers will be carried out at the 37 main and branch offices of Naval Officer Procurement.

The new set-up will permit acceleration of efforts to bring into the naval service women who can relieve men for duty in combat zones. At the same time, it will lighten the heavy work load of the offices of Naval Officer Procurement.

During 1943 the Navy will seek 4,500 women officers and 31,000 enlisted women.



QUOTES OF THE MONTH

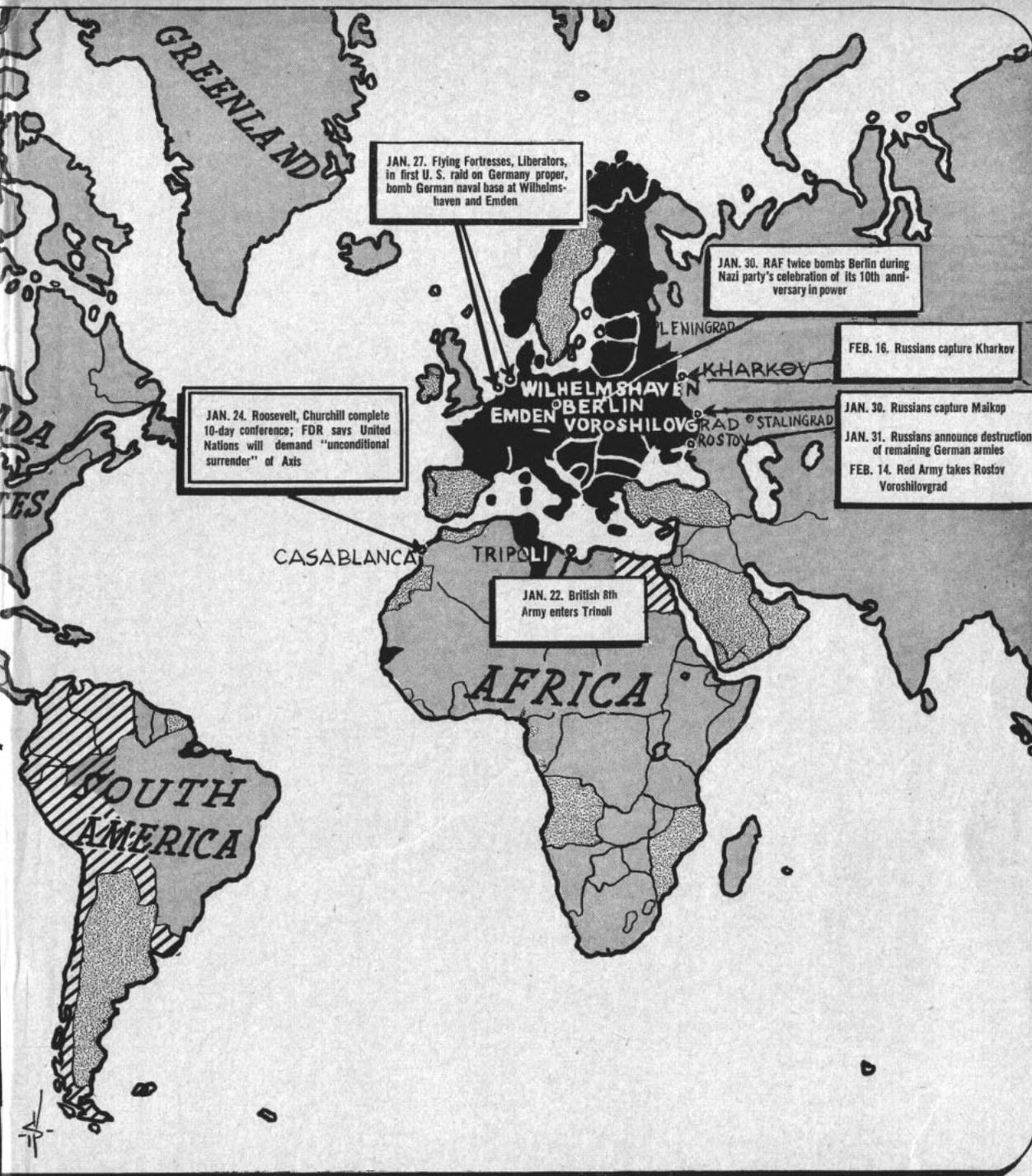
PRESIDENT Roosevelt: "Important actions will be taken in the skies over China—and over Japan itself . . . Our prime purpose in this Battle of Tunisia is to drive our enemies into the sea . . . The pressure on Germany and Italy will be constant

and unrelenting . . . The enemy must be hit and hit hard from so many directions that he never knows which is his bow and which is his stern . . ."

☆

Secretary of the Navy Frank Knox:

"The long, long road to the battle front is paved, well paved, and the endless wagon train is moving out of the distant frontiers of freedom. The jungles and the palm groves are sprouting the dragons' teeth the Japanese have sowed. The going is hard and it will be harder, but there are steady, strong hands on the controls and there are legions of heroes, Americans, Australians, and New Zealand-



JAN. 27. Flying Fortresses, Liberators, in first U. S. raid on Germany proper, bomb German naval base at Wilhelmshaven and Emden

JAN. 30. RAF twice bombs Berlin during Nazi party's celebration of its 10th anniversary in power

JAN. 24. Roosevelt, Churchill complete 10-day conference; FDR says United Nations will demand "unconditional surrender" of Axis

FEB. 16. Russians capture Kharkov

JAN. 30. Russians capture Maikop
 JAN. 31. Russians announce destruction of remaining German armies
 FEB. 14. Red Army takes Rostov Voroshilovgrad

JAN. 22. British 8th Army enters Tripoli

ers out there, ashore, afloat, and in the air."



A. V. Alexander, First Lord of the Admiralty: "The United States and the British Commonwealth have one fundamental strategical task in common, namely, to maintain at all costs the sea communications of the United Nations against the threat of surface and U-boats. For our sea communi-

cations are essential to enable us to carry the war to the enemy, as we must and intend to do."



Lt. Col. Walter E. Richards, of the United States Army Air Corps, in commenting on the equipment taken to North Africa: "There were 390 items of clothing, 10,000 different Signal Corps items, 65,000 items of medical supplies and drugs, 100,000 Engi-

neer Corps items and bulldozers, well-digging equipment and storage tanks, including tanks, guns, ammunition, and spare parts. Every man set ashore carried three pairs of shoes."



Capt. Edward J. Moran, commanding officer of the U. S. S. *Boise*, upon entering battle: "Pick out the biggest one and fire."



THE FUNKHOLE ON GUADALCANAL was the sand-bagged communications center. The portable switchboard could be moved at a moment's notice.



—Official U. S. Marine Corps Photographs.
ANOTHER VIEW of the communications center: From this point messages were relayed to firing lines and strategy was directed.

'Funkhole Philosophers' of Guadalcanal

Our Nerve Center—the Operations Section—
Took Life in Stride Throughout Campaign

THE operations section, or three section, was the nerve center for Marine Corps activities against the Japanese on Guadalcanal.

There, for several months, were developed plans that resulted in defeat after defeat for the enemy. There unit commanders reported on the progress of actions against the Japs, gave accounts of battles and skirmishes their men had fought, and consulted on future moves.

The "operators" operated in a sand-bagged dugout which they called the "five-phone funkhole." They called themselves the "funkhole philosophers." The dugout on the outside appeared to be spacious. This was an illusion. The humid climate of Guadalcanal had done far more damage to the funkhole than Tojo's bombs and shells ever did, and the operations room within shrank steadily in size as new layers of sandbags were added to bolster the crumbling walls.

At first three section worked in a tent. The Japs, however, twice dropped "daisy cutters"—antipersonnel bombs—within a few feet of the tent and riddled the canvas as well as the maps and papers inside. The operations section then adopted the dugout as a permanent base.

Several times there were cascades

of sand in the dugout as an entire section of wall gave way and showered the occupants. Like true philosophers the three section took such minor disasters in stride, tamped the sand into the floor, and added another layer to the wall. This process did not make for much elbow room. In fact, there was scarcely room for the six operators themselves, not to mention visitors who dropped in throughout the day and night in search of the latest dope. It was doubtful whether the "funkhole philosophers" regretted this development. They did not encourage idle dope-seekers and doubtless were glad to have had so little room that the number of visitors was limited.

When Admiral Halsey visited Guadalcanal he went to the operations dugout to review the situation with Maj. Gen. Alexander A. Vandegrift and the operations officers. Upon entering the "funkhole," he pounded a sand bag with his fist and remarked, "This seems to be a sturdy shelter." Everyone held his breath, but the wall held firm. Fifteen minutes later someone looked at it hard and it crumbled to the deck.

Usually, at some point of the day or night, at least four of the operating section's five phones were in work-

ing condition. The fifth rang but once a day. Invariably the voice at the other end said, "I am just checking to see if the line is in." The philosophers looked forward to this daily announcement on No. 5, and were greatly disappointed if any message of real importance came over it.

Some hard-working marine doubtless spent his days and nights trudging back and forth along the line leading to No. 5, following the wire through jungle and across coral ridges and splicing it if he found a break.

LT. COL. Merrill B. Twining, usmc, of Portland, Oreg., Assistant Chief of Staff in charge of Operations for General Vandegrift, was master in the "five-phone funkhole."

Lieutenant Colonel Twining, an Annapolis graduate, is one of six brothers, four of whom are in the Services. Brig. Gen. Nathan F. Twining, usa, Chief of Staff to Major General Harmon, recently visited Guadalcanal and saw his brother. Another brother is Comdr. Robert B. Twining, usn. The fourth is Capt. Edward B. Twining of the U. S. Army Air Corps.

Lieutenant Colonel Twining's assistants were Maj. Henry W. Buse, Ridley Park, Pa., and Capt. Ray Schwenke of Logan, Ohio. Three en-

(Continued on page 51)

Roosevelt, Churchill Outline '43 Strategy

ALLIES TO DEMAND 'UNCONDITIONAL SURRENDER'

IN a historic conference at Casablanca, President Roosevelt, Prime Minister Winston Churchill, and the military and naval commanders of the United States and Great Britain completed plans for offensive campaigns in 1943. Premier Josef Stalin of Russia and Generalissimo Chiang Kai-shek of China were kept informed of developments.

Said the official communique:

"The entire field of war was surveyed theater by theater throughout the world and all resources were marshaled for a more intense prosecution of the war by sea, land, and air. Nothing like this prolonged discussion between two allies has ever taken place before. Complete agreement was reached. . . . upon war plans and enterprises to be undertaken during the campaigns of 1943 against Germany, Italy, and Japan with a view to drawing the utmost advantage from the markedly favorable turn of events at the close of 1942."

Gen. Henri Honoré Giraud, French African High Commissioner, and Gen. Charles de Gaulle, Fighting French commander, also met and conferred. After their meeting they announced: "We have met. We have talked. We have registered our entire agreement on the end to be achieved, which is the liberation of France and the triumph of human liberties by the total defeat of the enemy. This end will be attained by a union in war of all Frenchmen fighting side by side with all their allies."

The President flew across the Atlantic by clipper, then continued to Casablanca in a four-engined bomber for his fourth and most dramatic conference with Churchill. During the 10 days he spent in French Morocco, the President inspected American troops near Casablanca in a jeep, lunched from a regular mess kit, visited an American military cemetery at Port Lyautey, and dined with Sidi Mohammed, the Sultan of Morocco.

At a press conference January 24 Mr. Roosevelt said the United Nations

(Continued on page 51)



—Official U. S. Army Photograph.

The Casablanca conference: At the President's villa for the meeting with the British—left to right, seated: Gen. George C. Marshall, Chief of Staff of the United States Army; the President; Admiral E. J. King, Commander in Chief of the United States Navy. Rear: Harry Hopkins; Lt. Gen. H. H. Arnold, Commanding United States Army Air Forces; Lt. Gen. Brebon Somervell, Commanding General, Services of Supply, United States Army; and Averell Harriman, United States defense expedition in Great Britain.



—Official U. S. Navy Photograph.

The British delegation—Prime Minister Churchill, seated center, poses with his group.

WAVES Get Slacks, White Uniforms

Summer Work Uniform To Be Navy Blue

NAVY blue for work. White for dress.

These are the latest and final changes in summer uniforms of the Women's Reserve of the Navy established in circular letter JJ55-3, dated February 4, 1943.

The service dress white was approved for enlisted personnel as well as officers after it was decided to change the color of the summer working uniform from reserve to navy blue, which resulted in keeping the WAVES in navy blue the year around.

White will be optional for enlisted WAVES but required for officers.

A white, short-sleeved, cotton gabardine shirtwaist will be the shirt worn with the summer blue uniform. Enlisted women will wear their rating marks on the sleeves of these shirts. Officers will wear collar insignia. Removal of the suit jackets while working will be permissible.

Black shoes will be worn with working uniform and white shoes with the service dress uniform. It is now permissible for women to wear buckle type shoes with dress uniform, both winter and summer.

The working uniform will be a cotton gabardine suit instead of the previously announced reserve blue suit of the same material, and will be of the same design as the woolen winter uniform. The change was made because the reserve blue color, now used for winter work shirts and for officers' sleeve stripes, was found to be unsatisfactory for the entire suit.

When wearing the white uniform, women will not use the black leather shoulder strap attached to the uniform pocket. The pocketbook will be carried in hand.

New articles of uniform for WAVES include tailored wool or cotton slacks. The slacks are to be worn with the wool or cotton uniform jacket, depending on the season, and will be used only where the work actually demands that the women wear trousers and the commanding officer so orders.

A lightweight summer raincoat and rain hat are being designed for women reservists.

(Continued on page 50)



—Official U. S. Navy Photograph.

SUMMER DRESS: Suit is of white palm beach cloth with Navy blue stripes on the sleeves.

Three Coast Guard Incidents

In the North Atlantic, at Guadalcanal, and off Africa, they saw action

GUADALCANAL

HAVING survived 112 bombings and being under shellfire 30 times in the 90 days he was on Guadalcanal, Warrant Officer James D. Fox, Uniontown, Pa., has returned to the United States to summarize the part the Coast Guard played in the bitter fighting.

Fox, in recounting his experiences, said one night he left a Jap blanket on his bunk while taking cover in a fox hole. After a barrage, the blanket had a large shrapnel hole through four layers. Fox's tent was filled with 72 holes.

Another night he returned to his tent for cigarettes. A Jap sniper in a nearby tree fired at him, the bullet cutting through the tent and lodging in the dirt floor. "The Japs are lousy shots," Fox commented.

The Coast Guard did not confine itself to the transportation of troops and supplies, Fox recounted. When the going was tough the guardsmen dug their own machine-gun nests, which they set up in defensive spots. Others joined artillerymen manning guns. Still others pitched in with the Infantry. "The job at hand was to shoot up the Japs, and the Coast Guard men proved they were as qualified for that job as they were for landing boats on the beach," Fox said.

Telling of the rescue of a Japanese pilot who had been shot down by American forces, Fox said:

"As the Coast Guard man brought his boat near, the Nip flier drew his pistol, aimed at the American pilot (who shot the Japanese down and who was later shot down himself and then rescued), and pulled the trigger. Nothing happened.

"Then he put the revolver to his temple and pulled the trigger twice, but again nothing happened. Then, rather than get picked up, he tried to dive for the propellers, but as he did one of the Coast Guard men in the crew hooked him under the chin with a boathook and pulled him aboard. As he again started to fight his rescuers one of the crew hit him in the stomach with a 5-gallon water can,

then another clipped him on the jaw and knocked him out."

NORTH ATLANTIC

BITTER weather was responsible for locking a United States Coast Guard cutter and its crew in an ice pack in the North Atlantic for a month, and bitter weather also freed the ship. Still another storm enabled the cutter to escape attack by a submarine pack.

The story of the battle against North Atlantic storms was told by Norman Thomas, coxswain, USCG, of Portland, Maine.

Thomas also told how the cutter carried supplies to a stranded Eskimo community and saved the population from possible death. He described, too, how Lawrence Wright, S2c, of Chattanooga, Tenn., survived an appendectomy while the cutter was battling a fierce gale.

"Our cutter was locked in an ice



—By Larry O'Toole, S2c, USCG.

"I want him in the Coast Guard—I think it's the safest branch of the service."



—Official U. S. Coast Guard Photograph.

Coast Guardsman James D. Fox shows what Japanese shell fire did to his blanket.

pack after a storm which lasted a day and a half," Thomas said. "There was nothing but ice as far as the eye could see. We were there a full month and were reconciled to remaining indefinitely when a second storm blew up—the same kind of storm as the one which trapped us—and broke up the ice. We pushed our way out to open sea."

On another occasion the cutter was completely surrounded by a U-boat pack, and the pack was closing in to make a kill when a storm blew up. The submarines were forced to the bottom to escape the storm. The cutter escaped.

When a distress call was received from a far northern Eskimo village which was completely cut off, with fuel and supplies exhausted, the entire population was threatened with death.

The cutter, loaded with supplies, fought a bad storm en route to the Eskimo town. All hands, plus natives, worked hours unloading supplies so that the ship would not be trapped by ice in the harbor.

NORTH AFRICA

A SIMILARITY in the names of two beaches took a small United States Coast Guard patrol to an unspecified beach position and led to the rescue of the majority of crew members and some of the soldiers from the torpedoed troop transport U. S. S. *Leedstown* during landing operations in North Africa.

After landing in the vicinity of Al-

giers, a detail of men under Hunter Wood, chief boatswain's mate of the United States Coast Guard, was instructed to meet a senior officer and the remainder of the division at a nearby beach.

There were two beaches in that vicinity with names virtually identical. Fortunately the detail went to the wrong beach.

The Germans, Wood reported, a short time later attacked the *Leedstown*, anchored offshore. The vessel was bombed, hit by a torpedo, and ordered abandoned.

Wood and many of his men stripped off their clothes and, aided by friendly Arabs and native French, succeeded in rescuing the majority of crew members and some of the soldiers from the *Leedstown* in spite of a pounding surf, a strong undertow, and a cold wind.

SHIP NAMES ASSIGNED

Eleven combat vessels now under construction have been assigned the names of similar craft which were sunk in the South Pacific. They include one aircraft carrier, three cruisers, and seven destroyers.

A new carrier will be named the U. S. S. *Hornet*, a name which is one of the oldest in the Navy. The new *Hornet* is the eighth ship to carry this name.

Three cruisers sunk off Guadalcanal will have their names perpetuated in three cruisers now building. They are the U. S. S. *Northampton*, *Atlanta*, and *Juneau*.

During the same engagement seven destroyers were sunk: the U. S. S. *Barton*, *Benham*, *Cushing*, *Laffey*, *Monsen*, *Preston*, and *Walke*. These names will be carried by seven new destroyers now building.

Originally other names had been assigned to the 11 vessels, and the selection of the names of the sunk craft was a reassignment.

A United States destroyer, now building, will be named the U. S. S. *The Sullivans*, in honor of the five sons of Mr. and Mrs. Thomas F. Sullivan, Waterloo, Iowa, all listed as missing from the U. S. S. *Juneau*, cruiser sunk in action near the Solomons.

Aboard the *Juneau* when she was sunk were George Thomas, Francis Henry, Joseph Eugene, Madison Abel, and Albert Leo Sullivan.

Blackout Regulations Issued For East Coast

Air raid and black-out regulations for vessels, harbors, ports, and waterfront facilities have been outlined by Vice Admiral Russell R. Waesche, commandant of the United States Coast Guard.

The regulations are for the Eastern Defense Command, comprising all east coast States from Maine to Florida.

The regulations include blacking out of all vessels, the securing of all watertight bulkheads, manning of fire-fighting stations and equipment, rigging of lifeboats, donning of lifebelts, and the movement of vessels. Vessels are not required to black-out or stop loading upon the sounding of the black-out (blue) signal, provided that such lighting complies with dim-out regulations, or, in the absence of such regulations, that they do not materially contribute to sky glow, and provided that such lighting can be extinguished within 1 minute of the sounding of the air-raid (red) signal. This will prevent unnecessary delays in the loading of war cargoes.

Special rules are included for vessels under way, at anchor, moored to piers and docks, and for ferries and tugs. Vessels moored to piers and docks are required to take designated precautions, with the ship's crew, the longshoremen, and the pier personnel each assigned specific duties to perform. Provision is also made for distress signals in case of air-raid damage.

Operators of piers and docks are required by the regulations to appoint an air-raid warden organization, which shall be coordinated with the local air-raid warden system and trained pursuant to its procedure. The longshoremen and stevedoring organizations are similarly required to set up an air-raid warden system.

Why He Wanted to Join the Navy

"Great grandfather N—— was with Commodore Perry when he opened up Japan," a candidate wrote on his application for enrollment in the Naval Reserve Officers' Training Corps at the University of Virginia, "and I want to help close it down."



—Official U. S. Marine Corps Photograph.

Unloading time at Guadalcanal: Facilities are crude.

The Problems of Supplying Halsey

They Include Hurricanes, Tropical Heat,
Lack of Docks, World's Longest Distances

SUPPLYING the American forces in the South Pacific area is an enormous and complex problem, but one that is being met resourcefully. This is the report of Vice Admiral William L. Calhoun, USN, Commander of the Pacific Service Force, who has just returned from the fighting front.

Helping to fight a "war of distances" in the Pacific, by keeping up the flow of oil, gasoline, ammunition, and food to the Navy's fighting ships and advanced bases, Vice Admiral Calhoun reports that ships carrying supplies to the Pacific battle zones are being used economically and efficiently and are well protected.

One of the greatest needs of United States forces battling the Japanese is aviation gasoline for the fighting planes, so one of Vice Admiral Calhoun's major aims is to put that gasoline where it can always be found in sufficient quantities wherever and whenever there is a chance to destroy or damage a Japanese plane, ship, or base. This task is made doubly difficult at present by the necessity for shipping gasoline in drums because of the lack of adequate receiving and storage facilities in the South Pacific battle areas.

"All manner of stores for Admiral Halsey's fighting men now have to be

handled, on the receiving end, by methods as crude as those Robinson Crusoe had to use," said Vice Admiral Calhoun.

"There were no storehouses on those islands, no magazines, no oil tanks, no refrigeration facilities. Our engineers are building them now, but all material and all labor for new storage facilities must come from the mainland—and that means delay. Ships are scarce. We have very low grade and insufficient terminal and pier facilities for unloading—sometimes we have to carry things right up the beach. Hurricane weather is frequent and that delays us, too, and

the tropical climate is very destructive to stores if unloaded without proper protection to safeguard them until they are used."

The man who must solve the supply and shipping problem in the vast distances of the Pacific, analyzed it as two opposing necessities, both of which must be met. On the one side, the fighting forces must have material on hand, as much as they want, whenever and wherever they want to use it. On the other side is the shortage of ships, the lack of storage space, and the uncertainties of tropical climate. Whatever the handicaps, however, they cannot be permitted to interfere with giving the fleet all kinds of stores, in all kinds of quantity.

"Because of the great distances over which we must work, it is vital for the fighting force to have at hand everything they need for their efforts," he stated. "It isn't enough for them to know it's on the way and coming—it has to be there! The only answer is to retain supplies in the ships until warehouse and refrigeration facilities are ready. Storage on the beaches in open weather simply invites destruction and total loss of our stores by the elements."

VICE ADMIRAL CALHOUN'S comments were based upon 38 months of first-hand experience in servicing the United States Fleet in the Pacific, as Commander of the Service Force.

He spent more than 2 months in a recent personal inspection of every base and every facility, viewing them from land, air, and water, where American troops are quartered or where they are to be quartered in the South and Southwestern Pacific.

For 35 days, including the battle periods of October 25-26 and November 11-15, he was in the South Pacific with Admiral William F. Halsey, Jr.

"Admiral Halsey," he declared, "has with him the elect of the fighting men, and the working men, of the Army, Navy, and Marines, and he keeps the first team in there fighting 24 hours a day.

"Whenever 'Billy' Halsey and his gang of fighting men need anything, no matter where, no matter who's got it, and no matter how much it costs, it is up to me, and to Mr. and Mrs. and Miss America, to get it out to them just as quick as God wills.

"When Admiral Halsey goes into action, he throws everything he's got at the enemy including the kitchen



—Official U. S. Navy Photograph.

THE JUNEAU FIGHTS BACK: Throughout the 6-month battle for Guadalcanal, the surrounding ocean areas have been the scene of continuous naval warfare. This photograph, made in the Battle of the Santa Cruz Islands, shows the Juneau concentrating fire on a Japanese bomber starting its dive, at the left. Another Japanese plane, at right, heads for cloud protection after having dropped its bomb. The Juneau later was sunk in the Battle of Guadalcanal, November 13-15. The Navy recently announced that the heavy cruiser Chicago and an unnamed destroyer had been sunk south of Guadalcanal.

stove—and then he goes into the kitchen, gets the stove lids, and throws them, too."

FROM his trip of 27,300 miles, by air, Vice Admiral Calhoun returned with some deep impressions.

"First," he said, "I was struck with the morale, ability, and the claim and intelligent courage of our men.

"Next, almost more than the marvelous fighting job the Marines have done on Guadalcanal, I was impressed with the way they have dug themselves a place to live in that jungle, how they have made themselves homes as white men, while they continue to whang the enemy 24 hours every day.

"Another indelible impression is the complete gratitude of the people of New Zealand who look upon the Americans as friends in need and say to us: 'Maybe you are fighting your own war, but as far as we're concerned you are fighting ours, too!'

"I am still amazed at the vast distances of this war and am still learning how big the world is, for I have seen how long it takes to go from here to there, even with the fastest means of travel ever known. Having been

from here to there in all directions since our war began, the more do I realize that every effort is necessary on the part of us all to sink those Japs."

Transportation and storage of supplies is improving swiftly and has been bettered by 25 to 30 percent in recent months in the area where Admiral Halsey's forces are operating. Well begun by Admiral Halsey's predecessor, the improvements have been advanced speedily by the men now in charge of operations.

"If these remarks are ever released to the public," was Admiral Calhoun's final word, "I want to close them this way:

"To 'Billy' Halsey and his fighting forces in the South Pacific—God bless you and guide you and give you strength. May you continue to kill those Japs, and then kill some more.

"Our hearts, and especially my heart, are with you. Although now, from these great distances, we send you the sinews of war, we are with you every instant. We work at your side. We sit in your conferences. We are filled with pride in your work and the results. God bless you again."



—Press Association.

At a South Pacific base: American troops look over Japanese prisoners brought from Guadalcanal.

Our Largest Prison Camp for Japs

'Guests' Call Each Other '8-Ball,' Sing
'My Blue Heaven' Between Chores

SOMEWHERE IN THE SOUTH PACIFIC.— Behind barbed-wire entanglements at this Marine Corps base is the largest concentration of Japanese war prisoners in the world.

To the visitor this prison camp provides a liberal education in the upsetting of firmly-held beliefs about the Nipponese.

Jap officers, enlisted men, and laborers captured at Guadalcanal by Marines are anything but resigned and sullen prisoners of war, who brood about the misery of their lot, as they are pictured in many reports.

Once over his astonishment that he is being treated like a human being, and given more food than he has probably had for some time, the Jap undergoes a rapid readjustment. Often he becomes a happy-go-lucky prisoner with a passion for horseplay, cigarettes, American slang and swing tunes.

Imagine Tojo's discomfort if he knew that his warriors were calling

each other "Hachi maru", which is Japanese for "8-ball."

This started recently when two marines visited the camp to polish up the Japanese they had studied. One leatherneck called the other an "8-ball."

A prisoner, who possessed a smattering of English, asked what that meant. When it was laboriously explained, a smile wreathed his puckered features. He said: "Hachi maru." Within an hour, these words were on the tongue of every prisoner.

Nor would Tojo appreciate the sentiments displayed by another prisoner, when someone mentioned Germany in his presence. With thumb and forefinger of his left hand he gripped his nose firmly, while the right hand shot forward in a Hitlerian salute.

The Jap soldier or sailor knows far less about the war than any man in the uniform of the United Nations. Officers are astounded by the state of general ignorance of world events

in which the Japs have been kept.

Eight-man tents, which they keep scrupulously clean, house the prisoners. Reveille is at 6 a. m., roll call at 6:30, breakfast at 7, lunch at noon, supper at 5:30 p. m., another roll call at 6, and taps at 8.

The work day begins at 8 a. m., is interrupted at 11:30, resumed at 1, and closes at 3:30.

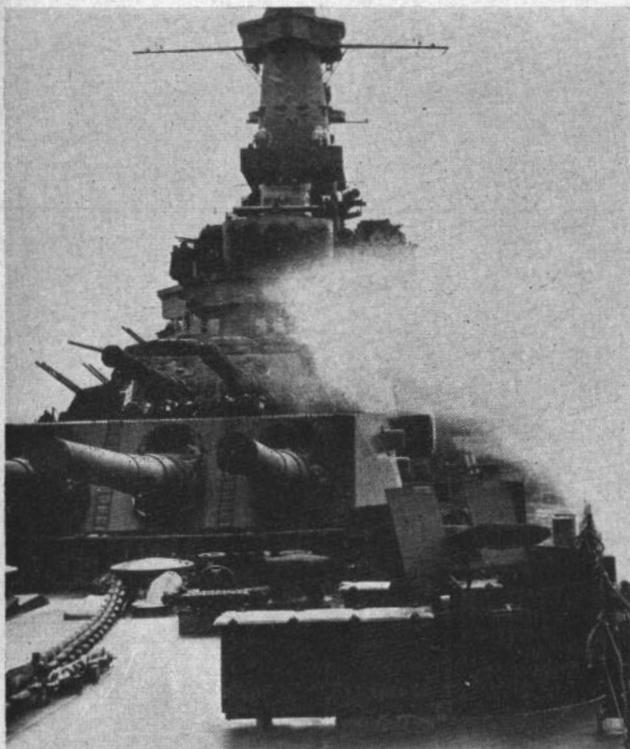
Most of the prisoners are enlarging the camp to handle more of their brethren, expected at all times. Others work on nearby farms. The Jap is often seen in the classic shovel-leaning position.

Wherever possible, prisoners are permitted self-government. The camp commandant has arranged councils among them—10 tents to a council. The councillor appointed by the men acts as liaison officer between the prisoners and the commandant. These councillors allot the work and are in charge of entertain-

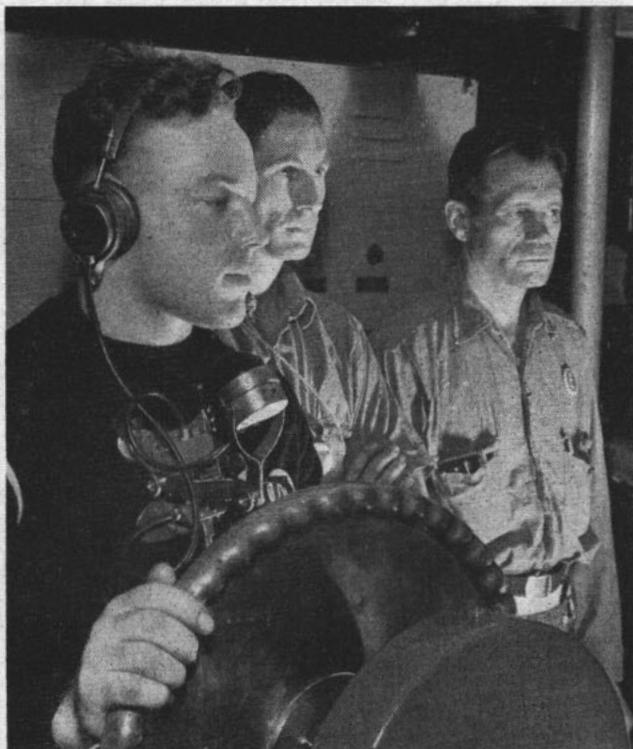
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A New U. S. Battleship

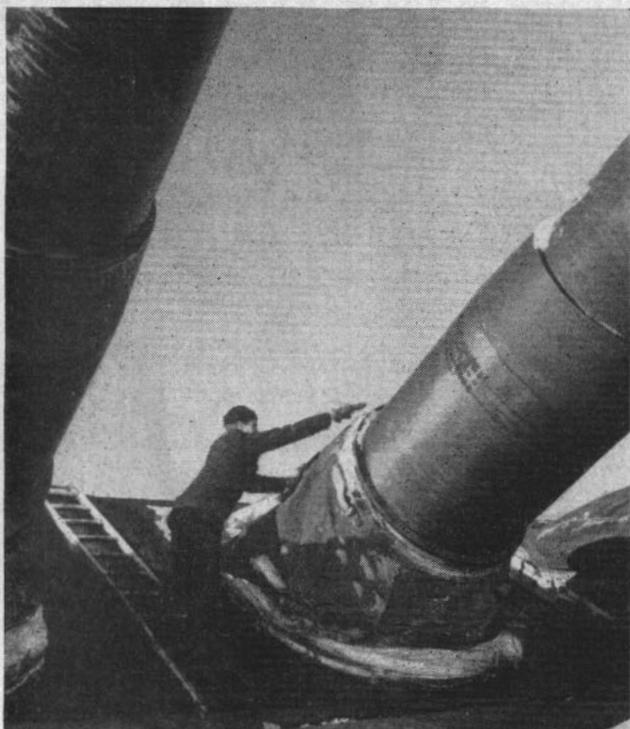
This set of photographs was made during the recent cruise of one of the newest, mightiest units of the line.



The two forward 16-inch gun turrets.



The steering wheel.



The bloomers of the big guns.



The breech of one of the big guns.



Cleaning off the snow.



The crew's quarters.



The flash of the big guns during evening firing.

—Official U. S. Navy Photographs.

INDUCTION

(Continued from page 7)

ducted and may end up in either the Army, Navy, Marine Corps, or Coast Guard.

Who Is Responsible for What?

The new system of Army-Navy induction is headed by a joint two-man Army and Navy control, centered in Washington, and consisting of the Director of Navy Recruiting and a corresponding Army officer. Their job is to decide policies and adjust any problems that arise—subject to the over-all prescribed authority of the Joint Army and Naval Personnel Board. The Director of Navy Recruiting, of course, is a part of the Bureau of Naval Personnel. He has under him in the field nine inspectors of Navy recruiting and induction, who are responsible for all Navy recruiting and induction in their areas—corresponding to the Army's nine service commands. Each inspector, in addition, has coordinating duties with the commanding general of the Army's corresponding service command.

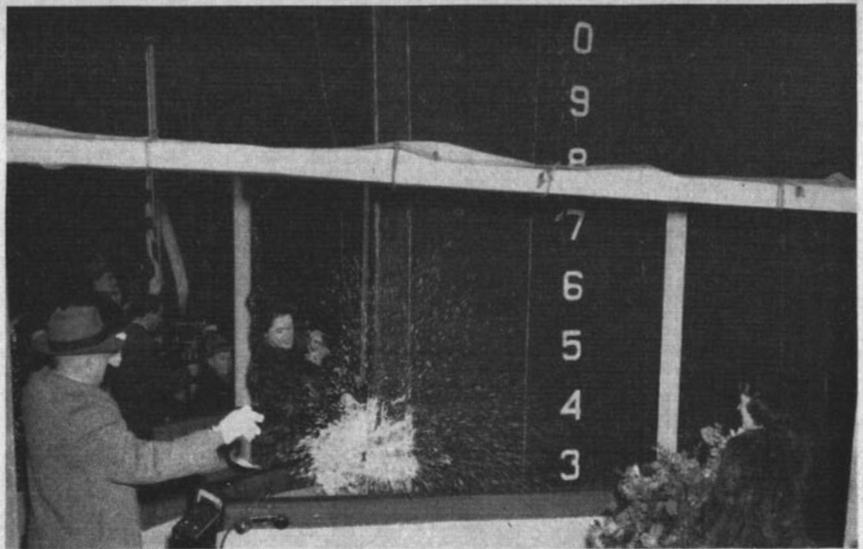
Under the inspectors are the officers in charge of the Navy's main recruiting stations and substations. They supervise for their area the induction of naval inductees and the job of distributing them to the training stations, in addition to carrying on the normal recruiting activities in connection with 17-year-olds, men 38 to 50, and enlisted WAVES.

The minimum naval force assigned to each joint induction center consists of one line officer, one medical officer, two chief petty officers (line and engineering), two Hospital Corpsmen, and three yeomen. In addition—there are present at least two non-commissioned officers of the Marine Corps responsible to their Marine Corps recruiting districts, and one petty officer of the Coast Guard.

Effect on Procurement of Officers

While it is beyond the scope of this article to go into details about the procurement of officers, this summary would not be complete without a word as to how officer candidates are affected by the new induction system.

In general, the officer program is affected very little. Applicants for V-5, V-7, and certain specialist classifications to be announced may apply directly to the Navy as before. If they



—Official U. S. Navy Photograph.

Daughter of Admiral Halsey Launches New Carrier

The United States Navy's newest aircraft carrier, The "Cowpens," is ready to slide down the ways as Mrs. Preston Lea Spruance, daughter of Admiral William F. Halsey, Jr., breaks a bottle of champagne against the bow. The ceremony took place January 17 at Camden, N. J.

The New 'TraDiv Letter'

TRAINING officers who have been wondering whether there are others in the naval service with their particular problems will learn from the February 15, 1943, issue of the *TraDiv Letter* that they have plenty of company.

Stressing the solution of training problems by the use of training aids, the magazine contains an article on an aid used by the radio material school at Treasure Island which obviates the use of diagrammatic charts in the classroom. Negative lantern slides which can be projected on a blackboard are used. The in-

structor is thus enabled to emphasize points in his lecture by using colored chalk. In addition, there is a saving of the time required to draw diagrams by hand.

Two articles, one entitled "Improper Use of Hand Tools," stress the importance of conserving vital war metals. The second illustrates the method employed by the Naval Training School (Machinist's Mates), Wapeton, N. Dak., in using one piece of steel for as many training operations as possible, finishing with a useful product.

The Motor Torpedo Boat Training Center in Rhode Island finds that visual aids are of a great help to them in training PT boat officers, even though the boats and equipment used in PT boat operation are available for training purposes, another article relates.

Other training articles of interest include such diverse subjects as marine parachutist training, visual aids for radio schools, new methods for film uses developed by the Coast Guard, the new oil burning school at Philadelphia.

Any officer or naval activity may obtain copies of the *TraDiv Letter* by writing to the Bureau of Naval Personnel, Washington, D. C.

qualify in accordance with established Navy requirements, the Navy gives the applicant a letter to the joint induction center, stating that he is so qualified. If the candidate is not in a deferred classification as an essential war worker, the local Selective Service board thereupon sends him to the induction center, where he is inducted into the Navy and transferred to the nearest recruiting station for further assignment in the program for which selected. As for the commissioning of officers direct from civilian life, regardless of age, that continues as before, unchanged by the new induction system.

IT HAPPENED ON GUADALCANAL

Jap Soldier Answers Marine in English

A Marine base in the South Pacific.—Capt. John Erskine, USMC, Uhrichsville, Ohio, an interpreter who was born in Japan, spent 10 minutes in recent fighting in the Solomons, using his best Japanese in an effort to talk a group of trapped Japanese soldiers into surrendering.

Captain Erskine's Japanese arguments apparently were not persuasive because one of the Japs finally spoke up—in equally good English—shouting, "Go to hell, Marine."

The marines threw hand grenades into the cave in which these Japs were trapped, but the Japs threw them out as fast as the grenades were thrown in. Ultimately it was necessary to seal the cave with dirt to prevent their escape.

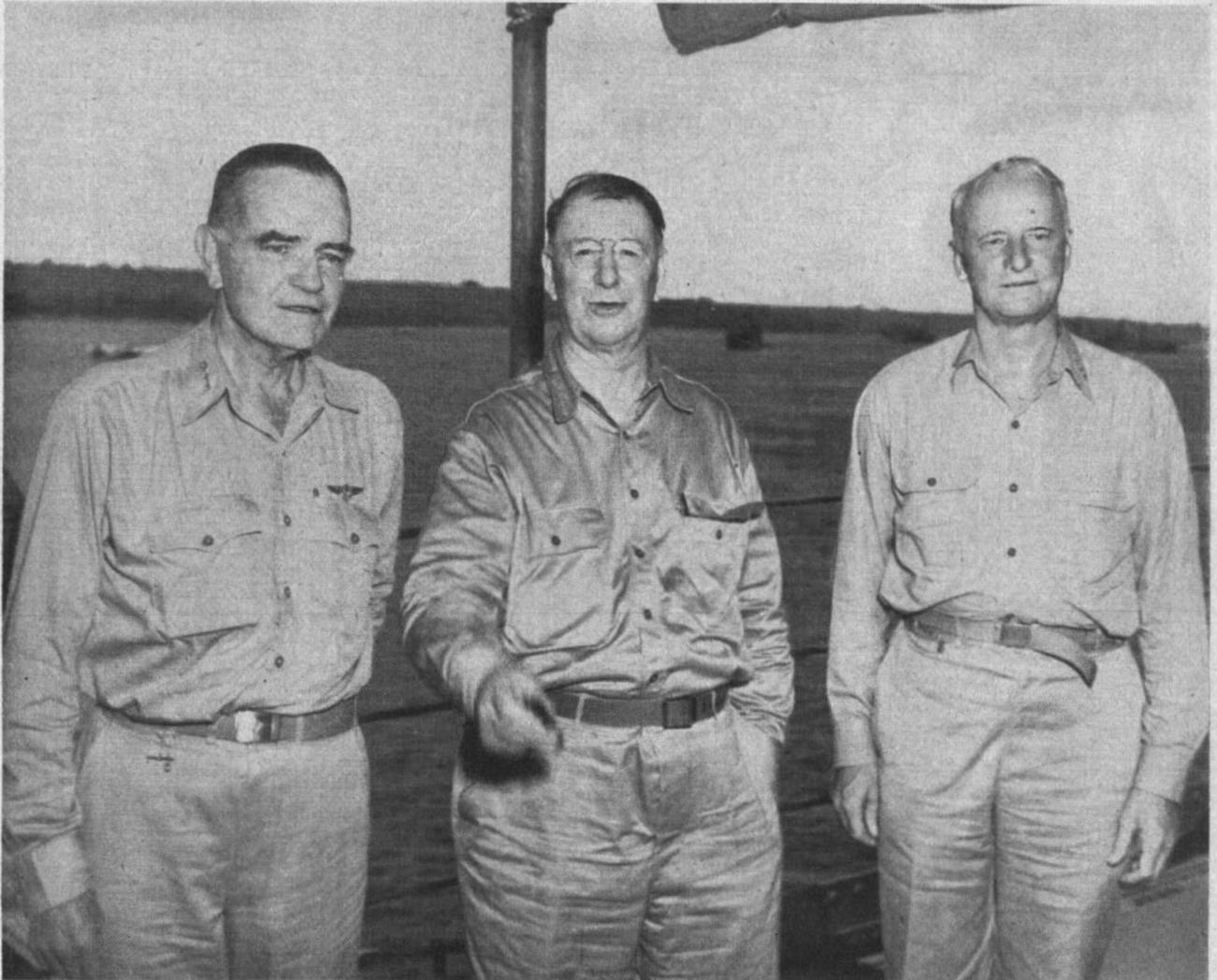
This was one of the stories of marine action told by Capt. William E. Sperling, III, USMC, New Brunswick, N. J., who spent 55 days fighting on Tulagi and Guadalcanal.

In recalling the fighting, Captain Sperling related how Sgt. John Flannigan, USMC, Springfield, Ill., probably saved his life.

"We had not been fired upon during

our landing," recalls Captain Sperling, "and we were advancing through the bushes near shore. I passed within 3 yards of a Jap sniper concealed in the bush. I must have been looking right at him without seeing him when I heard three pistol shots. Flannigan yelled, 'I missed him with my first shot.'"

Another Tulagi hero was Gunnery Sgt. John E. Kennedy, USMC, Pittsburgh, Pa. Sergeant Kennedy, over 40 years of age, charged a cave hiding Japanese delaying the advance of the company. He found the sprint too much for his age and toppled on the return trip, rolling head over heels as



—Press Association.

Three Naval leaders: Left to right, Admiral William F. Halsey, Commander, Southwest Pacific Area and South Pacific Force; Secretary of the Navy Frank Knox; Admiral Chester W. Nimitz, Commander in Chief, Pacific Fleet. They were photographed on Secretary Knox's recent inspection trip to the Pacific.

a volley of Jap fire passed over him. The fall probably saved his life.

The captain also recalls the heroism of Gunnery Sgt. Angus Goss, Tampa, Fla., who subsequently was wounded. Sergeant Goss "got sore" when an enemy group could not be dislodged and walked into a Japanese dugout, killed seven Japs with his automatic rifle, and walked out without a scratch.

Native of Solomon Islands Is Decorated

A NATIVE of the Solomon Islands, formerly a member of a savage tribe, has been awarded the Silver Star Medal for steadfastly refusing to disclose the disposition of United States Marine Corps units, despite bayoneting by Japanese soldiers.

He is Vouza, a sergeant major in the British Constabulary in the islands. Vouza, previously given the British award for valor by King George VI for the same incident, was awarded the Silver Star Medal by the Secretary of the Navy, acting in behalf of President Roosevelt.

Vouza, a 6-footer who speaks pidgin English, was captured behind Japanese lines while on a mission for the Marines. Japanese soldiers questioned him about the location of American forces, but he declined to answer.

His captors then tied him to a tree and jabbed him about the arms, shoulders, and face with bayonets. Still the native remained mute.

Finally Vouza lapsed into unconsciousness and slumped across the ropes which bound him. He was left for dead.

Regaining consciousness hours later, Vouza crawled back to the Marines lines and told his story, adding valuable information about Japanese troops. He was treated by a United States Army surgeon.

In the President's citation, the native policeman was further commended for rescuing a United States naval officer downed in a dogfight over enemy territory in Guadalcanal. He led the aviator through Jap-held positions to safety behind the Marine lines.

Fighting Marine Takes 'Postman's Holiday'

PVT. CHARLES A. JOHNSON, USMC, of Seattle, Wash., spent his day off to stroll "up front" and came back the proud possessor of a

Japanese officer's sword which has become the envy of the entire company.

Johnson tells this story of the capture of this prize:

"Today I had some time off, so I decided to look up a pal who's up in the front lines. I crossed the Matanikau and hiked west, asking for my friend on the way. Nobody knew exactly where he was, so I continued walking.

"When I'd gone about a half mile I saw three guys come out of the jungle, but I didn't pay much attention to them. Pretty soon we got closer. I stopped. They stopped. At the same time we caught on that we weren't friends. They jabbered a few words, and the two smaller ones, probably enlisted men, dropped the coconuts they'd been carrying and ran.

"The big one did not move. He just stood and stared at me. I knew he was an officer, because he wore their little cap, carried the sword, and had a pistol. I dropped to one knee, unslung my good rifle, and fired. The Jap pitched forward on his face, the sword falling in front of him. I fired two shots at the soldiers, but they reached cover before I could get them.

"First thing I thought of was to get that sword. I grabbed it and ran as fast as I could. Guess I didn't slow down until I'd gone a quarter mile. I thought that the soldiers had gone to get help, thinking I was the point of a Marine patrol. I hurried back to be in time for chow, and some of our officers looked over the sword and asked how I got it.

"But when the colonel saw it, he said it was one of the finest he had seen."

Premonition—So He Killed 27 Japs

HE HAD a premonition that he was going to be killed, but he tricked fate by emerging unscratched after killing 27 Japanese soldiers single-handed.

That is the story of Second Lt. Samuel Corder Turner, USMC, Murtaugh, Idaho, and a battle on Tanambogo Island.

The lieutenant was among 90 men and officers ordered to take the tiny island. The Japs were believed to have only 60 men there. Actually, there were 350. A week later the marines, who suffered only 25 casualties,

had buried 348 of the enemy and had taken 2 prisoners.

"When we hit the beach," Lieutenant Turner said, "it was every man for himself. In front of us was a pill box at the base of a hill. We had to clean up that pill box and take that hill to control the situation. As we moved forward they were shooting us from in front and behind. I was flanked by two sergeants as I moved toward the hill. One of them shouted, "You can't live forever, boys." He was shot through the head 5 minutes later, dying instantly.

"In another minute the other sergeant was shot through the back. I put my Browning automatic rifle against my chest and started rolling on the ground until I fell into a shell hole 10 yards away. I was joined there by another sergeant.

"At this point I made up my mind that I'd be killed in another few minutes anyway, so the two of us left the shell hole and ran up the hill and got behind the pill box, swarming with Japs. The sergeant and I opened fire with our rifles. That's where I was credited with getting 27 of them. They fired at us with pistols; and when their ammunition gave out, they threw rocks at us. Occasionally the Japs would rush out of their trenches with their knives and swords waving wildly and charge suicidally into marine bayonets."

Three months later Lieutenant Turner was wounded by shrapnel in another engagement on Guadalcanal.

Marine Takes Enemy Machine Gun Nest

A RMED with a rifle, bayonet, and one hand grenade, a lone Marine Corps private silenced an enemy machine gun and killed its crew in a hand-to-hand struggle west of the Matanikau River, on Guadalcanal.

Pvt. John T. Yaksich, Detroit, Mich., emerged from the fray without injury. His only worry, he admitted, concerned the reprimand he expected from his platoon leader because he failed to obtain permission before undertaking the job.

The young leatherneck describes his experience in this fashion:

"We were advancing along a knoll when we ran into five or six Jap machine guns. It was late, so we dug in for the night. The Japs were in a wooded spot where their guns commanded a clearing through which we



—Press Association.

UNITED STATES BOMBERS BLAST JAP SHIPS: *Riding at anchor in the Japanese harbor base of Rabaul, New Britain, this concentration of nearly 100 enemy ships was attacked by American airmen. White circles in the water show bomb hits. Smoke from some of the ships indicates that the craft are getting up steam for a dash to safety.*

had to pass. Somebody had to get 'em out of there. Seven men volunteered to go, but we were disappointed when permission was refused.

"I had an idea I could do some good, so just before the sun came up I went out alone. I wasn't trying to pull a fast one. I guess I shouldn't have done it, but I knew if I asked to go, they wouldn't let me. So I told my buddy to give the word I was out there, but not until I was too far to be called back.

"Creeping and crawling, with rifle, fixed bayonet, and two grenades, I moved out. A couple of our mortar shells struck close by me. I hit the 'deck' fast. You can imagine how funny I felt a few moments later when I raised up and looked into the face of a Jap about 10 feet from me. He was sitting in a dugout off to one side of a machine gun, hidden behind a log emplacement. I fired, and he went

down, shot through the head. Then the racket started. The gun opened up on me. It must have fired three-quarters of a clip. I was flat on my face. It was lucky for me that I was off to one side of the gun or I'd have been hit.

"I crept closer, shoved my rifle into the dugout and pumped five shots in. The machine gun never fired again. I had armor-piercing ammunition, and a couple of shots hit the bolt of the gun. The rifle was empty, so I reached for my grenades. I had only one. I guess I lost the other on the way. I tossed the grenade and then charged in on 'em.

"The grenade hadn't knocked 'em out. There was a wounded Jap on the ground and three others were around the gun. I tore in and got the first one with the bayonet. They were plenty scared, yelling and screaming like anything. I bayoneted

the second one, and he held on to the rifle so I couldn't pull it out. Then the third one grabbed the rifle. We struggled and I spit in his face. I must have been so mad I didn't know what I was doing. Twice I hit him in the face with my fist. He fell down, got up again, and went for the corner of the dugout, maybe to get a weapon. I wanted to get out of there before more Japs came. I grabbed the machine gun and tried to drag it, but it was too heavy, and I was in a hurry. I stood up and ran for our lines. A couple of snipers took pot shots at me, but I made it.

"The boys were glad to see me. I told the lieutenant what happened and asked permission to go and get the gun. He let 3 volunteers go with me. I borrowed a tommy gun and led the way. I had some good boys with me. There was Pvt. Billy J. Van Orden, Oklahoma City, Okla.; Pvt.

(1st cl.) Glenn McA. 'Ole' Young, Corpus Christi, Tex.; and Pvt. Richard I. Dowden, Gage, Okla.

"When we got close enough I blasted the hole with the 'tommy' and then threw in a grenade. The Japs were dead when we got there. Dowden shot and killed a sniper who was aiming at Young from behind a tree. Then Van Orden and Young grabbed the gun and started back. Dowden and I remained behind awhile to cover 'em.

"When we got back I was worried about getting 'read off' because I had gone out there the first time without asking. However, Second Lt. Warren Morse, Tulsa, Okla., told us it was good work.

"A little later, we went out and captured another machine gun which

Van Orden spotted. This time there were seven or eight of us. Van Orden shot the gunner, and we picked up the gun and ran. Snipers tried to get us, but we were lucky."

23 Hours in Water Off Guadalcanal

"**T**HERE were seven of us grouped together in the water when one of the Jap cruisers came by. It picked us up with its searchlight and peppered us with machine guns. Four of the men were killed and one was wounded. A Navy lieutenant and I were the only ones unharmed."

In those words Chief Boatswain's Mate Vernon A. Suydam, uscg, Sayville, N. Y., told of the sinking of his

ship, the U. S. S. *Little*. Suydam himself spent 23 hours in shark-infested waters off Guadalcanal.

Suydam was one of 12 Coast Guard men assigned to the *Little* and was handling small boats during landing operations off Guadalcanal.

"I was at my gun post when two Jap cruisers and three destroyers came upon us," related Suydam. "The *Little* and the *Gregory* were on patrol around Guadalcanal that night. The Japs let loose with all they had. They blasted out our stern gear and bridge and knocked out our controls. When the 'abandon ship' order was given, the *Little* was zigzagging all over the place at full steam ahead."

After being machine-gunned by the Japs, Suydam continued: "I took one of the wounded men, also a Navy lieu-



—Official U. S. Army Photograph.

Air war in New Guinea: Near Lae, an A-20, flying 100 feet above the ground, strafes Japanese planes below it. Left center, a disabled Japanese bomber; lower right, under tree, remains of a Zero; extreme right, in background, another wrecked enemy craft.

tenant, in tow, picking out the right direction to swim by the position of the great dipper. It was the darkest night I've ever seen."

Suydam then told how he swam for 6 hours with the officer in tow before discovering that the officer had died.

"It was dawn by this time," he continued. "I could see land ahead, but it was still a good distance off. Twice during the day American planes flew over, but missed seeing me. I fired a pistol I had taken with me, but they couldn't hear it, and I threw it away—it was too heavy."

All that day and well into the next night Suydam managed to keep afloat. Finally, 23 hours after leaping from his ship, he staggered ashore, his body a mass of blisters from third-degree sunburn. Crawling up on the beach he slept till dawn. Said he:

"I was awakened by the sun and figured my location to be the north-west tip of Guadalcanal. I started to walk east along the beach, but the coral was too rough on my bare feet and I made my way through the jungle. It was about 20 miles to the American lines, but I made it by dusk. Although I was in enemy territory during most of my walk, I didn't see a single Jap."

Americans 'Borrow' Jap Overalls

THE JAPS, in their hasty retreats on Guadalcanal, unwittingly aided American troops and helped make life for the Yanks in that South Pacific battle zone a little more comfortable.

Coast Guard Commander Dwight Dexter, in charge of naval operations ashore there, related upon his return to the United States how the Japs in their haste to flee before American troops, left large quantities of stores behind.

"Had the Japs had time to pack a few of their belongings," explained Commander Dexter, "we would have found the going even tougher than it was. And it WAS tough! When we gained a foothold behind their lines, we gathered for ourselves complete changes of clothing for all hands. Jap uniforms and laborers' work clothes were in abundance in the clothing lockers, all new. The change did a lot to refresh our men, gave them a chance to get their own soiled clothes washed and brightened their spirits no end. You can imagine the

way the wisecracks were flying around when the boys climbed into enemy clothing."

"The Japs not only favored us with new clothing, but left behind an abundance of rice which was ours for the taking," Commander Dexter continued. "When our land batteries had been established, our supply ships shoved off to get more materials. They were gone for 2 weeks, longer than was expected and we found ourselves in a tight spot as far as food was

concerned. So, when we took over the Jap territory and found the large stores of rice, we made that our regular food—three meals of rice a day. Though it kept the men nourished, it did become monotonous after a while so it was quite a relief when the supply ship poked its nose around the cove to drop anchor. It was a thrill while it lasted, but when the landing boats brought the supplies ashore, we found the main food supply consisted of—RICE!"

Barney Ross Wins Fight of His Life

Ex-boxing champ gets gray hair, 22
Jap scalps, malaria on Guadalcanal

Corp. Barney Ross, USMC, former world boxing champion in three divisions and recently chosen to receive the Neil memorial trophy as "the man who did most for boxing in 1942," is recovering at a naval hospital in the South Pacific from his fourth attack of malaria.

Ross, who fought on Guadalcanal from November 4 to January 3, killed 22 Japs during the November 19 action which caused his selection as the 1942 winner of the Neil trophy.

The doughty corporal fired 280 rounds of ammunition and threw 20 hand grenades November 19 while standing guard over three wounded buddies at an advanced position.

Before help reached the quartet, Ross said, 33 enemy bullets ricocheted off a log protecting them. Some struck his steel helmet. At the time

he was suffering his first attack of malaria.

In good spirits, Corporal Ross reported his condition as "pretty fair."

"This is paradise," he declared. "We even have sheets here. Out there we went 15 days without a bath and without having our socks off."

Fingering small patches of hair above his ears, he said: "See that gray in my hair? I got that overnight. For 10 days I had a complete loss of memory from the pounding of the mortars. I couldn't even remember my name. I imagine it was like being knocked out."

Barney had to say "imagine," for he never was knocked out during 79 professional bouts.

Loneliest Watch in the Pacific?

With the United States Marine Corps, Somewhere in the Southwest Pacific.—Atop the jagged steep of a pin-point island jutting solitarily from the depths of the Pacific, five young marines stand alertly from sun to sun on what is perhaps one of the loneliest duties of the war.

Their home is a shallow cave, the work of nature, just a hop and a skip from the sea, and their most consistent communication with the world is a blinker signal.

On this island, which can be measured in yards and not miles, they have themselves as their only companions.

With only the barest essentials of civilization and warfare, the marines maintain an alert watch extending far out over the glassy surface of the Pacific.



This is another in the series of cartoon posters being prepared in connection with the National Service Life Insurance program.

Navy Sets Up Education Centers

These and Correspondence Courses Offer Work at College Level

IN their spare time, naval personnel can now continue their education and prepare for post-war jobs.

Educational service centers, providing voluntary instruction in high-school and college subjects for men and women of the Navy, are being established at all outlying stations and bases and at all training stations, medical centers, and naval districts within the continental limits, following the success of an experimental center set up several months ago at an outlying base.

The program is an outgrowth of a study made during the early part of 1942 of the possibility of additional "in-service" training in certain outlying stations and bases. The study was made by a group of officers appointed by the Chief of Naval Personnel.

Following this the experimental center was established with an experienced teacher in charge and materials which included a library of language recordings, a library of training films, text books on mathematics, physics, English, history, geography, and newsmaps, booklets, and other orientation aids.

Although no extensive efforts were made to publicize the program locally, it was an immediate success. The instructor opened classes in the base schoolhouse, formerly used for the children of Navy families, and officers and men from the base aided as teachers.

Men from the artificer branches flocked to the more liberal studies while personnel of the seamen branches asked for mathematics, blue print reading, and slide-rule instruction.

At the end of the first 6 months more than 500 men were enrolled and were attending the voluntary classes.

PURPOSE of the program is fourfold:

To make available an opportunity for more useful expenditure of spare or "thinking" time; to prepare men and women for a better place in civil life after the war is won; to provide additional exercise which will sharpen minds for better performance of the immediate task—that of win-

ning the war, and to carry out the desire expressed by President Roosevelt when he announced the 18- and 19-year draft law. At that time, the President stated:

"I am causing to be made a study by a committee of educators under auspices of the War and Navy Departments, for the taking of steps to enable the young men whose education has been interrupted to resume their schooling and to afford equal opportunity for the training and education of other young men of ability after their services in the armed forces has come to an end."

On stations where it is not feasible to establish voluntary educational service centers because of the small number of men involved for the type of courses desired, correspondence or self-teaching courses are being made available.

The United States Army Forces Institute, established by the War Department at Madison, Wis., administers this phase of the program (INFORMATION BULLETIN, February 1943, p. 41). Through the institute, arrange-

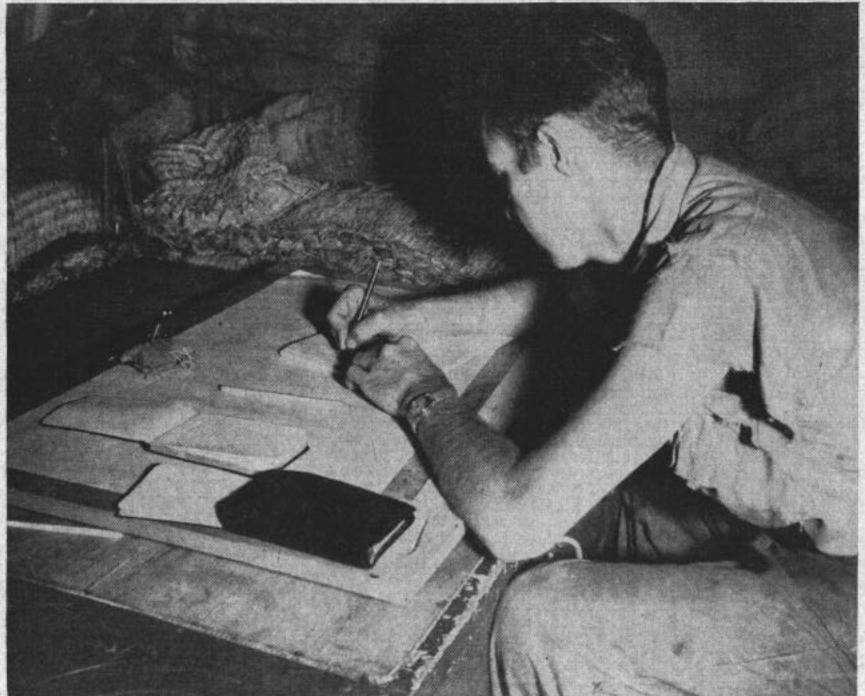
ments have been made to provide some 70 courses at high-school level and about 700 college extension courses. A catalog of these courses has been made available to all personnel of the armed forces.

This phase of the program is being widely accepted and is particularly popular with men on shipboard. Answers to questions on these correspondence courses are being handled by V-mail for men overseas. At many stations orientation courses are being conducted with the "Weekly Newsmap" and other available materials as a guide.

FOR those men and women who wish to return to formal education, tests are being prepared to enable educational institutions to evaluate the total educational experience received during the term of military service. This includes work accomplished as well as all phases of education. Appropriate records will be made available to interested parties.

The tests to measure this education growth will be administered upon re-

(Continued on page 48)



—Official U. S. Marine Corps Photograph.

NAVY MEN now can continue their education ashore or afloat.

DECORATIONS, MEDALS AND RIBBONS

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

WITH the establishment during the past months of the Legion of Merit, the Silver Star Medal, the Navy and Marine Corps Medal, the Air Medal, the Purple Heart Medal, the Presidential Unit Citation, the three area campaign medals, and the Medal for Merit (for civilians), the Navy Department has completed the series of decorations and medals believed required for the duration of the war, and it is not contemplated that there will be other awards of this type established until the end of that period.

Three of the new awards represent departures from past procedure regarding types and usage. The Legion of Merit is awarded in four different degrees; the medals for the four degrees are not altogether the same and are worn in different ways, depending upon the degree. The Presidential Unit Citation is awarded to units of the Navy, and a ribbon is to be worn by members of those units. The three area campaign medals are designed to indicate active duty in all of the theaters of global war, with bronze stars to be worn to indicate specific engagements, thus making unnecessary different ribbons for each separate campaign.

The summary on the following pages has been prepared to give in brief the specific regulations regarding the decorations and medals awarded to naval personnel, and includes the new awards as well as the old.

During time of war, according to Uniform Regulations, only the ribbon bars of the decorations and medals are to be worn, even for full-dress occasion. For that reason the color plate on pages 38 and 39 shows only the ribbons.

MEDAL OF HONOR

AWARDED TO: Any person who, while in the naval service of the United States, shall, in action involving actual combat with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and

intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission. Awarded for *combat or noncombat* action.



MEDAL OF HONOR

[Width of actual Medal: 2 inches]

TIME LIMITS for recommendations or awards: Must be issued within 5 years of date of distinguished act, or recommended within 3 years of act or service.

GRATUITY: \$2 per month from date of distinguished act—to enlisted men only.

AUTHORIZED BY: Act of December 21, 1861; act of March 3, 1901; act of March 3, 1915; act of February 4, 1919; and act of August 7, 1942, which supersedes previous acts.

(NOTE: Under Public Act No. 56, approved April 27, 1916, there was

established a "Medal of Honor Roll," which provides, upon proper certification, a special pension of \$10 per month for life to holders of the Medal of Honor who have attained the age of 65.)

MEDAL OF HONOR (1917-18)

No longer issued

AWARDED TO: Any person who, while in the naval service of the United States, shall, in action involving actual conflict with the enemy distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission. Awarded for *combat action only*.

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act, or recommended within 3 years of act or service.

GRATUITY: \$2 per month from date of distinguished act—to enlisted men only.

AUTHORIZED BY: Act of February 4, 1919.

NAVY CROSS

AWARDED TO: Any person serving in any capacity with the naval service of the United States who distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy. Awarded for *combat action only*.

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act, or recommended within 3 years of act or service.

GRATUITY: \$2 per month from date of distinguished act—to enlisted men only.

AUTHORIZED BY: Act of February 4, 1919, and act of August 7, 1942.



NAVY CROSS

[Width of actual Medal: 1½ inches]

DELEGATED AUTHORITY FOR AWARDS

The Commander in Chief, United States Fleet; the Commander in Chief, Pacific Fleet; the Commander in Chief, Atlantic Fleet; and the Commander, Southwest Pacific Force have been delegated authority by the Secretary of the Navy to award the Navy Cross, the Legion of Merit in the degrees of Officer and Legionnaire, Silver Star, Distinguished Flying Cross, Navy and Marine Corps Medal, Air Medal, and Purple Heart.

Commanders in Chief of fleets may delegate their authority to make these awards to task force commanders for designated limited periods, when lack of adequate communications may prevent awards being made within a reasonable time.

DISTINGUISHED SERVICE MEDAL

AWARDED TO: Any person who, while serving in any capacity with the Navy of the United States, since April 6, 1917, has distinguished himself by exceptionally meritorious service to the Government in a duty of great responsibility. Awarded for *combat or noncombat action*.

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished service, or recommended within 3 years of service.

GRATUITY: \$2 per month from date of distinguished act, for enlisted men only.

AUTHORIZED BY: Act of February 4, 1919, and act of August 7, 1942.



DISTINGUISHED SERVICE MEDAL

[Width of actual Medal: 1½ inches]

LEGION OF MERIT

AWARDED TO: Personnel of the armed forces of the United States and the Philippines; and personnel of the armed forces of friendly foreign nations who, since September 8, 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services. Awarded in four different degrees—

DEGREE OF CHIEF COMMANDER

[Width of actual Medal: 2¾ inches]

Chief Commander, Commander, Officer, and Legionnaire. Awarded for *combat or noncombat action*.

TIME LIMITS for recommendations or awards: No time limit.

GRATUITY: No gratuity provided.

AUTHORIZED BY: Act of July 20, 1942, and Executive Order No. 9260 of October 29, 1942.

SILVER STAR MEDAL

AWARDED TO: Any person who, while serving in any capacity with the Navy of the United States, since December 6, 1941, has distinguished himself conspicuously by gallantry and intrepidity in action, not sufficient to

justify the award of Medal of Honor or Navy Cross. Also cases of persons previously submitted, recommended for Medal of Honor or Navy Cross or Distinguished Service Medal, and who were turned down, may be reconsidered, all cases to be considered on records now in Navy Department. Awarded for *combat action only*.

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act of service, or be recommended within 3 years of act or service, except when awarded in cases previously submitted and turned down for award of Medal of Honor, Distinguished Service Medal, or Navy Cross.

GRATUITY: \$2 per month from date of distinguished act, for enlisted men only; since December 6, 1941. Retroactive cases to be decided later.

AUTHORIZED BY: Act of August 7, 1942.



SILVER STAR MEDAL

[Width of actual Medal: 1¾ inches]

DISTINGUISHED FLYING CROSS

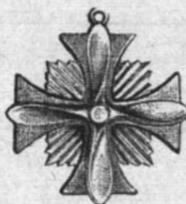
AWARDED TO: Any person who, while serving in any capacity with the Air Corps of the Army, National Guard, and Organized Reserves, or with United States Navy, Marine Corps, or Coast Guard, subsequent to April 6, 1917, has distinguished himself by heroism or extraordinary achievement while participating in aerial flight.

Members of military, naval, or air forces of foreign Governments while serving with the United States are also eligible. Awarded for *combat or noncombat action*.

TIME LIMITS for recommendations or awards: Must be issued within 3 years from date of distinguished act or service, or recommended within 2 years from date of act or service.

GRATUITY: \$2 per month from date of distinguished act or service, for enlisted men only.

AUTHORIZED BY: Act of July 2, 1926, Executive Order No. 4576 of January 28, 1927, and Executive Order No. 7786 of January 8, 1938.



DISTINGUISHED FLYING CROSS

[Width of actual Medal: 1½ inches]

NAVY AND MARINE CORPS MEDAL

AWARDED TO: Any person who, while serving in any capacity with the United States Navy or Marine Corps, including Reserves, shall have, since December 6, 1941, distinguished himself or herself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has formerly awarded a letter of commendation for heroism, regardless of date, subject to approval of the Board of Decorations and Medals. Awarded for *noncombat action only*.

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act or service, or be recommended within 3 years of act or service, except when awarded in lieu of a letter of commendation previously awarded for heroism.

GRATUITY: No pay for services prior to December 7, 1941. \$2 per month from date of distinguished act, after December 7, 1941.

AUTHORIZED BY: Act of August 7, 1942.

AIR MEDAL

AWARDED TO: Any person who, while serving with Army, Navy, Marine Corps, or Coast Guard of the United States, in any capacity, subsequent to September 8, 1939, distinguishes himself by meritorious achievement while participating in an aerial flight. Awarded for *combat or noncombat action*.

TIME LIMITS for recommendations or awards: No time limit.

GRATUITY: No pay authorized.

AUTHORIZED BY: Executive Order No. 9158 of May 11, 1942, and General Order No. 175 of June 27, 1942.

SPECIALLY MERITORIOUS MEDAL WAR WITH SPAIN

No longer issued

AWARDED TO: Officers and men of the Navy and Marine Corps who rendered specially meritorious service



[Width of actual Medal: 1¾ inches]

other than in battle, during the War with Spain. Awarded for *noncombat action only*.

TIME LIMITS for recommendations or awards: No time limit.

GRATUITY: No gratuity provided.

AUTHORIZED BY: Act of March 3, 1901.

PURPLE HEART MEDAL

AWARDED TO: Persons wounded in action against the enemy of the United States, while serving with the Navy, Marine Corps, or Coast Guard of the United States, or as a result of act of such enemy, if wound necessitated treatment by medical officer. Awarded for *combat action only*.



PURPLE HEART MEDAL: [Width of actual Medal: 1 3/4 inches]

TIME LIMITS for recommendations or awards: No time limit.

GRATUITY: No gratuity provided.

AUTHORIZED BY: Executive Order No. 9277 of December 3, 1942, and General Order No. 186 of January 21, 1943.

PRESIDENTIAL UNIT CITATION

AWARDED TO: Any ship, aircraft or naval units, any Marine aircraft detachment or higher unit, for outstanding performance in action on or after October 16, 1941. Any person attached to a unit on one of the two or more occasions in connection with which a Presidential Unit Citation was awarded shall wear the citation ribbon with one 1/4-inch blue star permanently, regardless of station assignment. Personnel attached to the unit on two or more of the occasions in connection with which the citation was awarded shall wear the citation ribbon with two such blue stars to denote two citations and an additional star up to a total of five stars to denote each additional citation, such insignia to be worn permanently, regardless of station assignment. Personnel who subsequently join a unit which has been cited on two or more occasions shall wear the plain citation ribbon without star and only while attached to that unit. Awarded for *combat action only*.

WHERE WORN: When medals are worn on the uniform, this insignia will be worn on the right breast of the uniform. The citation ribbon shall be worn on the left breast be-

RELATIVE STANDING OF DIFFERENT AWARDS

showing order in which their ribbons are to be worn

DECORATIONS

1. Medal of Honor.
2. Medal of Honor (1917-18) (by law no longer authorized for award).
3. Marine Corps Brevet Medal.
4. Navy Cross.
5. Distinguished Service Medal.
6. Silver Star Medal.
7. Distinguished Flying Cross.
8. Navy and Marine Corps Medal.
9. Air Medal.
10. Specially Meritorious Medal (no longer awarded).
11. Purple Heart Medal.
12. Presidential Unit Citation.

Legion of Merit (relative standing of different degrees with other decorations pending). The four degrees are:

- (1) Degree of chief commander.
- (2) Degree of commander.
- (3) Degree of officer.
- (4) Degree of legionnaire.

LIFESAVING MEDALS

1. Gold lifesaving medal (Awarded by the Treasury Department).
2. Silver lifesaving medal (Awarded by the Treasury Department).

COMMEMORATIVE MEDALS

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

SERVICE MEDALS

1. Civil War.
2. Expeditionary Medal (Navy and Marine Corps; initial award, 1874).

3. Spanish campaign.
4. Philippine campaign.
5. China Relief Expedition.
6. Cuban Pacification.
7. Nicaraguan campaign, 1912.
8. Mexican service.
9. Haitian campaign, 1915.
10. Dominican campaign.
11. Victory Medal.
12. Army of Occupation of Germany Medal (1918-23).
13. Haitian campaign, 1919-20.
14. Second Nicaraguan campaign.
15. Yangtze service.
16. China service.
17. American defense service.
18. Area Campaign Medals (worn in order as earned, but in their seniority as regards other medals and ribbons).
 - (a) American Area.
 - (b) European-Africa-Middle East Area.
 - (c) Asiatic-Pacific Area.

MISCELLANEOUS MEDALS

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

GUNNERY MEDALS

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

SMALL-ARMS MEDALS AND BADGES

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

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

tween personal decoration ribbons and service medal ribbons.

TIME LIMITS for recommendations or awards: No time limit.

GRATUITY: No gratuity provided.

AUTHORIZED BY: Executive Order 9050, of February 6, 1942, and General Order No. 187, of February 3, 1943.

LIFE SAVING MEDALS

Awarded by the Treasury Department

GOLD LIFE-SAVING MEDALS may be awarded to those persons who, by ex-

treme and heroic daring, have endangered their lives in saving or endeavoring to save lives from the perils of the sea in waters over which the United States has jurisdiction, or upon American vessels.

SILVER LIFE-SAVING MEDALS may be awarded to those persons who, in cases not sufficiently distinguished to deserve the gold medal, have endangered their lives in saving or endeavoring to save lives from the perils of the sea in waters over which the

RIBBONS OF DECORATION

AWARDED TO NAVAL PERSONNEL



MEDAL OF HONOR



MARINE CORPS
BREVET



NAVY CROSS



DISTINGUISHED
SERVICE MEDAL



SILVER STAR
MEDAL



DISTINGUISHED
FLYING CROSS



NAVY AND MARINE
CORPS MEDAL



AIR MEDAL



SILVER
LIFE SAVING MEDAL



DEWEY MEDAL



SAMPSON MEDAL



NC-4 MEDAL



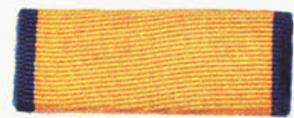
MARINE CORPS
EXPEDITIONARY MEDAL



SPANISH
CAMPAIGN MEDAL



PHILIPPINE
CAMPAIGN MEDAL



CHINA RELIEF
EXPEDITION MEDAL



DOMINICAN
CAMPAIGN MEDAL



VICTORY MEDAL



HAITIAN
CAMPAIGN MEDAL
(1919-1920)



ARMY OF OCCUPATION
OF GERMANY MEDAL
(1918-1923)



AMERICAN
AREA CAMPAIGN
MEDAL²



EUROPEAN-AFRICA-
MIDDLE EAST AREA
CAMPAIGN MEDAL²



ASIATIC-PACIFIC
AREA CAMPAIGN
MEDAL²



NAVY
GOOD CONDUCT
MEDAL



NAVY
DISTINGUISHED MARKSMAN
DISTINGUISHED PISTOL SHOT



NAVY
EXPERT RIFLEMAN



NAVY
EXPERT PISTOL SHOT

STARS WORN



GOLD STAR
WORN IN LIEU OF
SECOND AWARD OF
SAME DECORATION

1—RELATIVE STANDING PENDING

ATIONS AND MEDALS

AL PERSONNEL



LEGION OF MERIT¹
DEGREE OF
CHIEF COMMANDER



LEGION OF MERIT¹
DEGREE OF
COMMANDER



LEGION OF MERIT¹
DEGREE OF
OFFICER



LEGION OF MERIT¹
DEGREE OF
LEGIONNAIRE



SPECIALLY
MERITORIOUS MEDAL



PURPLE HEART



PRESIDENTIAL
UNIT CITATION



GOLD
LIFE SAVING MEDAL



BYRD ANTARCTIC
EXPEDITION MEDAL



SECOND BYRD
ANTARCTIC
EXPEDITION MEDAL



CIVIL WAR
CAMPAIGN MEDAL



NAVY
EXPEDITIONARY MEDAL



CUBAN
PACIFICATION MEDAL



NICARAGUAN
CAMPAIGN MEDAL
(1912)



MEXICAN
SERVICE MEDAL



HAITIAN
CAMPAIGN MEDAL
(1915)



SECOND NICARAGUAN
CAMPAIGN MEDAL



YANGTZE
SERVICE MEDAL



CHINA
SERVICE MEDAL



AMERICAN DEFENSE
SERVICE MEDAL



MARINE CORPS
GOOD CONDUCT
MEDAL



COAST GUARD
GOOD CONDUCT
MEDAL



NAVAL RESERVE
MEDAL



MARINE CORPS
RESERVE MEDAL

ON RIBBONS



BRONZE STAR
MEANING VARIES
ACCORDING TO REGULATIONS
FOR CERTAIN MEDALS



BAILEY MEDAL



COAST GUARD
EXPERT RIFLEMAN



COAST GUARD
EXPERT PISTOL SHOT

²—WORN IN ORDER AS EARNED, BUT IN THEIR SENIORITY
AS REGARDS OTHER MEDALS AND RIBBONS

United States has jurisdiction, or upon American vessels.

SERVICE REQUIRED: The saving of life or giving of succor does not in itself entitle a person to a medal. The medals can be given in only those instances in which exceptional bravery has been displayed or in which unusual effort or some great personal sacrifice has been made. The saving of persons from drowning in waters wholly within a State and not forming a part of the navigable waters of the United States or in small inland streams, ponds, pools, etc., does not entitle rescuer to medals.

EVIDENCE REQUIRED: Satisfactory evidence of the services performed must be filed in each case. This evidence should be in the form of affidavits made by eyewitnesses of good repute and standing, testifying of their own knowledge. The opinion of witnesses that the person for whom an award is sought imperiled his life or made signal exertions is not sufficient, but the affidavits must set forth in detail all facts and occurrences tending to show clearly in what manner and to what extent life was risked or signal exertions made, so that the Department may judge for itself as to the degree of merit involved. The precise locality, whether within the waters over which the United States has jurisdiction or upon an American vessel, the date, time of day, nature of the weather, condition of the sea, the names of all persons present when practicable, the names of all persons rendering assistance, and every pertinent circumstance should be stated.

TO WHOM RECOMMENDATIONS ADDRESSED: Recommendations for life-saving medals to be awarded under the provisions of these regulations will be addressed to the Secretary of the Navy, who will take appropriate measures to cause their transmission to the Secretary of the Treasury. Recommendations and affidavits to be submitted in duplicate; the original to be forwarded by the Navy Department to the Secretary of the Treasury, and copy to be retained for the Navy Department files.

COMMEMORATIVE MEDALS

MEDAL COMMEMORATING THE BATTLE OF MANILA BAY (DEWEY MEDAL)

This medal is issued to the officers and men of the ships of the Asiatic Squadron of the United States under the command of Commodore George Dewey on May 1, 1898. These ships

are listed in change 13 of part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925. (Act of June 3, 1898.)

MEDAL COMMEMORATING NAVAL ENGAGEMENTS IN THE WEST INDIES (SAMPSON MEDAL)

This medal is issued to officers and men of the Navy and Marine Corps who participated in the naval and other engagements in the waters of the West Indies and on the shores of Cuba during the War with Spain, deemed by the Secretary of the Navy to be of sufficient importance to deserve commemoration. (Act of March 3, 1901.)

MEDAL COMMEMORATING THE FIRST TRANS-ATLANTIC FLIGHT IN THE U. S. NAVAL FLYING BOAT "NC-4" IN MAY 1919

This medal is issued to members of the *NC-4* for the extraordinary achievement in making the first successful transatlantic flight in the United States naval flying boat *NC-4* in May 1919. (Act of Feb. 9, 1929.)

MEDAL COMMEMORATING THE BYRD ANTARCTIC EXPEDITION OF 1928-30

This medal is issued to the officers and men of the Byrd Antarctic expedition to express the high admiration in which the Congress and the American people hold their heroic and undaunted services in connection with the scientific investigations and extraordinary aerial explorations of the Antarctic Continent. (Act of May 23, 1930.)

MEDAL COMMEMORATING THE SECOND BYRD ANTARCTIC EXPEDITION OF 1933-1935

This medal is issued to the deserving personnel of the Second Byrd Antarctic Expedition that spent the winter night at Little America or who commanded either one of the expedition ships throughout the expedition, to express the high admiration in which the Congress and the American people hold their heroic and undaunted accomplishments for science, unequalled in the history of polar exploration. (Act of June 2, 1936.)

SERVICE MEDALS

NOTE: Even though change 13, part A, chapter 1, of the Bureau of Navigation Manual of 1925 (now the Bureau of Naval Personnel Manual) referred to below, is being revised, there will be little or no change in the names of the vessels and dates listed.

CIVIL WAR MEDAL

This medal is issued to officers and enlisted men of the Navy who served in the Navy during the Civil War, between April 15, 1861, and April 9, 1865.

EXPEDITIONARY MEDAL

(Navy and Marine Corps, initial award 1874)

The medal will be awarded to the officers and enlisted men of the Navy and Marine Corps who shall have actually landed on foreign territory and engaged in operations against armed opposition, or operated under circumstances which, after full consideration, shall be deemed to merit special recognition and for which service no campaign medal has been awarded.

No person in the Navy or Marine Corps service is entitled to more than one Expeditionary Medal (either Navy or Marine Corps). Participation in more than one expedition will be recognized by the issue of bronze stars (one star for each expedition in excess of one), to be worn on the ribbon of the Expeditionary Medal.

All officers and men of the Navy and Marine Corps who, under the above-mentioned conditions took part in the operations listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated, may submit to the Chief of Naval Personnel or the Commandant, United States Marine Corps, respectively, through official channels, applications for the above medal. The applications should include the names and dates of the expeditions and a statement to the effect that the applicant actually served ashore as a member of a landing party during the period for which the medal is claimed.

The medal may be awarded to officers and enlisted men who have become separated from the service under honorable conditions.

SPANISH CAMPAIGN MEDAL

This medal is issued to all persons who were in the naval service between April 20, 1898, and December 10, 1898.

PHILIPPINE CAMPAIGN MEDAL

This medal is issued to officers and enlisted men of the Navy who served in the Navy in Philippine waters and were attached to one of the vessels listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated.

CHINA RELIEF EXPEDITION (1900-1901)

This medal is issued to officers and enlisted men of the Navy who served in the Navy in Chinese waters and were attached to one of the vessels listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated.

CUBAN PACIFICATION MEDAL

This medal is issued to all officers and enlisted men of the Navy or who have been in the Navy and who served ashore in Cuba between the dates of September 12, 1906, and April 1, 1909, or who were attached to any one of the vessels listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated.

NICARAGUAN CAMPAIGN MEDAL (1912)

This medal is issued to officers and enlisted men of the Navy and Marine Corps who served in Nicaragua or on board any of the vessels listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates of July 29, 1912, and November 14, 1912.

MEXICAN SERVICE MEDAL

This medal is issued to all officers and enlisted men of the Navy and Marine Corps who served on shore at Vera Cruz from April 21, 1914, to April 23, 1914, inclusive, or on board any of the vessels listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated.

HAITIAN CAMPAIGN MEDAL (1915)

This medal is issued to any officer or enlisted man of the Navy or Marine Corps who served in Haiti during the period of July 9 to December 6, 1915, or any part of such period; also officers and enlisted men who were attached to vessels listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated.

DOMINICAN CAMPAIGN MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during the operations in Santo Domingo from May 5 to December 4, 1916; also the officers and enlisted men who were attached to the vessels listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated.

VICTORY MEDAL

(World War Service Medal)

This medal is issued to all persons in the naval service who served on active duty between April 6, 1917, and November 11, 1918, or who entered the naval service on or after November 12, 1918, and prior to March 30, 1920, and served not less than 10 days on shore in northern Russia or Siberia or who were attached to one of the following vessels: *Albany*, *Brooklyn*, *Des Moines*, *Eagle No. 1*, *Eagle No. 2*, *Eagle No. 3*, *New Orleans*, *Sacramento*, *South Dakota*, or *Yankton*.

A service clasp with the duty inscribed thereon, to be worn on the ribbon of the medal, will be authorized for each person who performed any of the duties designated in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925.

Personnel of the Navy and Marine Corps who sailed from the United States prior to November 11, 1918, en route to France, England, or Italy, regardless of the date of arrival in that country, or the fact that they returned to the United States without disembarking, are eligible for the service clasp of that country.

A bronze star, three-sixteenths of an inch in diameter, will be placed on the service ribbon in lieu of clasp authorized. When any person has been commended as the result of the recommendation of the board of awards by the Secretary of the Navy for performance of duty not justifying the award of a Medal of Honor, a Distinguished Service Medal, or a Navy Cross, he shall wear a silver star for each such citation.

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

The clasps for the Victory Medal designated in the second paragraph for service on ships will be awarded as shown in list of vessels given in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925. Service on any ship listed, between the limiting dates given, will entitle a person to the clasp designated.

ARMY OF OCCUPATION OF GERMANY MEDAL

(1918-23)

The act of November 21, 1941, provides: "That the Secretary of War is hereby authorized and directed to procure and issue an Army of Occupation of Germany Medal of appropriate design, including suitable appurtenances, to be issued to each officer and enlisted man of the armed forces, or to the nearest of kin surviving of those deceased, who served in Germany or Austria-Hungary during the period of occupation at any time during the inclusive period from November 12, 1918, to July 11, 1923: *Provided*, That such medals and appurtenances shall not be issued in cases where the person has, during or subsequent to such service, been dismissed or discharged other than honorably from the service, or deserted."

Qualification for the Army of Occupation of Germany Medal is service ashore in Germany or Austria-Hungary between November 12, 1918, and July 11, 1923. A member of the naval service attached to and serving on board a vessel of the United States Navy in a port of Germany or Austria-Hungary is not entitled to this medal unless he was detached from the ship for temporary duty ashore by competent authority.

This medal will not be issued for the duration.

HAITIAN CAMPAIGN MEDAL (1919-20)

This medal will be issued to the officers and men of the Navy and Marine Corps who participated in the operations in Haiti from April 1, 1919, to June 15, 1920, and any officer or enlisted man of the Navy or Marine Corps who served in Haiti during this period, or part of such period, is entitled to this medal, as are also the officers and enlisted men who were attached to the vessels listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated.

SECOND NICARAGUAN CAMPAIGN MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during the operations in Nicaragua between August 27, 1926, and January 2, 1933.

The award will be made to the officers and enlisted men of the Navy and Marine Corps who served on shore in Nicaragua between the dates mentioned, and to the officers and enlisted

men who were attached to and serving on board the vessels mentioned in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated.

YANGTZE SERVICE MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps who served on shore at Shanghai or in the valley of the Yangtze River in a landing force during the periods, or part of such periods, between September 3, 1926, and October 21, 1927; and from March 1, 1930, to December 31, 1932; and also by the officers and enlisted men who were attached to the vessels listed in change 13, part A, chapter 1, of the Bureau of Naval Personnel Manual of 1925, between the dates designated.

CHINA SERVICE MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during operations in China from July 7, 1937, to September 7, 1939. The award will be made to the officers and enlisted men who participated in these operations and to the officers and enlisted men serving on board the vessels mentioned in General Order No. 176, dated July 1, 1942.

AMERICAN DEFENSE SERVICE MEDAL

The American Defense Service Medal will be awarded to all persons in the naval service who served on active duty between September 8, 1939, and December 7, 1941, both dates inclusive.

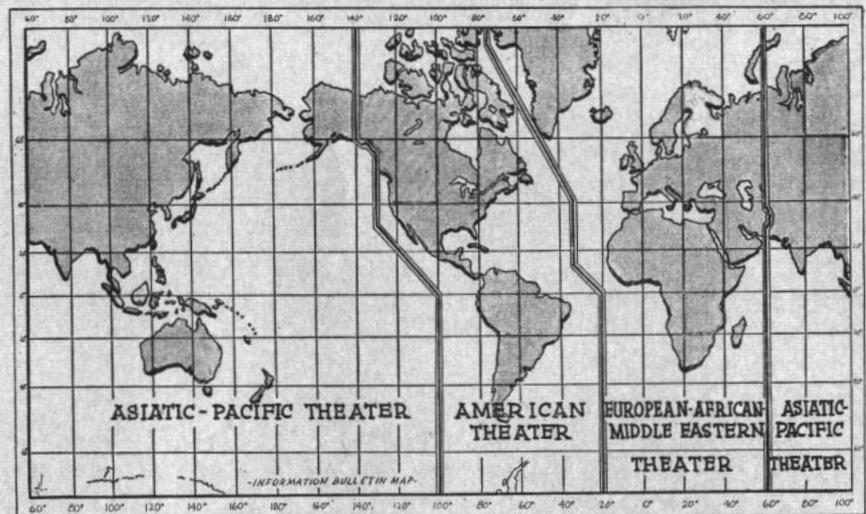
A service clasp, "Fleet" or "Base," is authorized to be worn on the ribbon of the medal by each person who performed duties as set forth below. No person is entitled to more than one such clasp.

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

(b) *Base*.—For service on shore at bases and naval stations outside the continental limits of the United States.

A bronze star, three-sixteenth of an inch in diameter, will be worn on the service ribbon in lieu of any clasp authorized.

MAP OF AREA CAMPAIGN MEDAL THEATERS



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

Duty in Alaska is considered outside the continental limits of the United States.

Except as set forth in the above, no length of active duty performed during the period September 8, 1939, and December 7, 1941, has been stipulated to qualify any person in the naval service for this award.

The medal is provided by Executive Order No. 9908, of June 28, 1941, and General Order No. 172, of April 20, 1942.

This medal will not be issued for the duration.

AREA CAMPAIGN MEDALS

American, European-African-Middle Eastern, and Asiatic-Pacific campaign medals

Awarded to members of the land and naval forces of the United States, including the Women's Reserve of the United States Naval Reserve, and to members of the Women's Army Auxiliary Corps who, during any period between December 7, 1941, inclusive, and a date 6 months subsequent to the termination of the present war, shall have served outside the continental limits of the United

States in any of the respective areas as indicated by the name of the medals.

For the purposes of this order, the Territory of Alaska shall be considered as outside the continental limits of the United States.

The geographical definitions of the respective areas are defined as follows:

American Area

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

WEST BOUNDARY: From the North Pole, south along the 141st meridian west longitude to the east boundary of Alaska, thence south and southeast along the Alaska boundary to the Pacific Ocean, thence south along the 130th meridian to its intersection with the 30th parallel north latitude, thence southwest to the intersection of the Equator and the 100th meridian west longitude, thence south along the 100th meridian west longitude to the South Pole.

European-African-Middle Eastern Area

EAST BOUNDARY: From the North Pole, south along the 60th meridian

east longitude to its intersection with the eastern border of Iran, thence south along that border to the Gulf of Oman and the intersection of the 60th meridian east longitude, thence south along the 60th meridian east longitude to the South Pole.

WEST BOUNDARY: Coincident with the east boundary of the American area.

Asiatic-Pacific Area

EAST BOUNDARY: Coincident with the west boundary of the American area.

WEST BOUNDARY: Coincident with the east boundary of the European-African-Middle Eastern area.

No person who is en route in a passenger status or on a tour of inspection shall be eligible by such status alone for an appropriate campaign medal unless while in either status he or she is involved in combat with the enemy which is later designated as a recognized campaign or engagement.

Appropriate clasps will be authorized from time to time indicating actual combat service in the several campaigns or engagements of the war. Campaigns or engagements considered to be worthy of such commemoration will be designated by the commander in chief, United States Fleet, and the Chief of Naval Operations.

Pending issue of the medals, the service ribbons are authorized to be worn in lieu thereof. For participation in each campaign or engagement for which a clasp is authorized, a bronze star will be worn. For five or more campaigns or engagements, a silver star shall be worn on the ribbon in lieu of each five bronze stars.

The medal is provided for by Executive Order No. 9265, dated November 6, 1942.

No medal will be issued for the duration.

MISCELLANEOUS MEDALS

GOOD-CONDUCT MEDALS

Good-conduct medals and pins will be issued by the Bureau of Naval Personnel. A medal will be issued as the first award to an individual and a pin for each subsequent award. An enlisted man shall not be deprived of a good-conduct medal or pin except by conviction for an offense committed in a prior enlistment in which a good-conduct medal or pin had been previously held to have been earned but not bestowed. Men with clear records (no offense or qualifying remarks

entered in service record), and with a final average of 3.5 in proficiency in rating, are eligible to receive good-conduct awards for service terminating on or after July 1, 1931, as follows:

(a) For first enlistment or minority enlistment, and if extended for 2 years, the last 4 years in lieu thereof, may be considered, provided first period of service would have terminated with an honorable discharge.

(b) For second or subsequent enlistment or extensions of 3 or 4 years.

(c) For a total of 4 years served in extensions of an enlistment.

(d) In a 6-year enlistment, for first 3 years and also for remaining period of the enlistment, provided enlistment terminates with an honorable discharge. Service in extensions of 1 or 2 years (except as indicated in (a) and (c) above) or for enlistments terminated prior to expiration (except when discharged for convenience of the Government within 3 months of expiration of enlistment) will not be considered for good-conduct awards.

Good-conduct pins will be worn on the ribbon of the medal.

Bronze stars will be worn on the ribbon for each additional good-conduct bar.

For service terminating prior to July 1, 1931, good-conduct awards will be made in accordance with the requirements as to marks and recommendations in effect at the time of the period of service under consideration and in accordance with service requirements as shown in the Bureau of Naval Personnel Manual, Art. A-1035.

BAILEY MEDAL

This medal was instituted by the late Rear Admiral Theodorus Bailey for the purpose of inciting the apprentices of the United States Navy to greater effort in acquiring proficiency in their duties.

NAVAL RESERVE MEDAL

The Naval Reserve Medal may be awarded by the Chief of Naval Personnel to any officer or enlisted man of the Naval Reserve who completes, or has completed, 10 years' honorable service in the Naval Reserve, Naval Reserve Force, National Naval Volunteers, or federally recognized Naval Militia in an active-duty or inactive-duty status; and for each additional 10 years of such honorable service, a bronze star may be worn on the ribbon.

In time of war or national emergency, members of the Naval Reserve

shall not become eligible for award of a Naval Reserve Medal until they report for active duty.

Application for the medal shall be submitted via the applicant's commanding officer. The application, in letter form, must state the period or periods of service upon which the application for the medal and the authority to wear the bronze star (if entitled) is based.

The commanding officer shall state in his forwarding endorsement whether or not the applicant's service has been honorable in his present assignment.

Present holders of the Naval Reserve Medal are authorized to wear bronze stars, to which entitled, without specific authorization.

(BuPers. Manual Circular Letter No. 19-42, dated September 26, 1942)

MEDAL FOR MERIT

This medal may be awarded to such civilians of the nations prosecuting the war under the joint declaration of the United Nations and of other friendly foreign nations as have, since the proclamation of an emergency by the President on September 8, 1939, distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services: *Provided*, That awards to civilians of foreign nations shall be only for the performance of an exceptionally meritorious or courageous act or acts in furtherance of the war efforts of the United Nations. This medal may be awarded by the President under such rules and regulations as he shall prescribe (act of July 20, 1942).

GUNNERY MEDALS

(Discontinued for the duration)

EDWARD TRENCHARD MEDAL

The medal is awarded annually on July 1 to the set of three turret pointers attaining the highest merit for turret guns at short-range battle practice.

KNOX GUN-POINTER MEDAL

The Knox gun-pointer medals are awarded annually by the Knox Trophy Foundation to the set of gun pointers making the highest merit for guns at short-range battle practice.

SMALL ARMS MEDALS AND BADGES

NAVY DISTINGUISHED MARKSMAN'S GOLD BADGE

Awarded to individuals who have won three medals in either or both of

the national rifle matches, or who have won two medals in the national rifle matches and a place medal in either force or fleet rifle match.

NAVY DISTINGUISHED PISTOL SHOT'S GOLD BADGE

Awarded for similar accomplishments as above in equivalent pistol matches.

NAVY EXPERT RIFLEMAN'S MEDAL

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

NAVY EXPERT PISTOL SHOT'S MEDAL

Awarded for attaining qualification as expert with either the .45 caliber pistol or .38 caliber revolver in prescribed courses.

(NOTE.—Detailed regulations for the above four awards will be found in ch. 19 of the Landing Force Manual, as will regulations for the Fleet Rifleman's and Fleet Pistol Shot's Badges, which do not have equivalent ribbons.)

MARINE CORPS AWARDS

(In Addition to Navy Awards)

U. S. MARINE CORPS BREVET MEDAL

Awarded to the holder of a commission issued by the President and conferred by the Senate for distinguished service in the presence of the enemy. It was prescribed by the Secretary of the Navy on June 7, 1921, and ranks immediately after the Congressional Medal of Honor. Brevet commissions were conferred upon 23 Marine Corps officers in the Mexican War, Civil War, Spanish-American War, Philippine Insurrection, and the Boxer hostilities of 1900.

MARINE CORPS GOOD CONDUCT MEDAL

When a man is discharged upon the expiration of his first enlistment with a final average marking of 4.6 or over in obedience and sobriety, and a final average marking of 4.0 or over in military efficiency, neatness and military bearing, and intelligence, and is recommended therefor by his commanding officer, he may be awarded a good-conduct medal. When a man is discharged, transferred to Fleet Marine Corps Reserve, or retired, upon the expiration of a subsequent enlistment with a final average marking of 4.8 or over in obedience and sobriety, and a final average marking of 4.0 or over in military efficiency, neatness and military bearing, and intelligence,

and is recommended therefor by his commanding officer, he may be awarded a good-conduct medal, or a good-conduct bar if he is in possession of a medal. An enlisted man discharged with above markings, after not less than 2 years' service in his enlistment, to accept an appointment in the naval or military service is eligible for a good-conduct award. (The medal was inaugurated by Navy Department Special Order No. 49, dated July 20, 1896.)

MARINE CORPS RESERVE SERVICE MEDAL

To be eligible, one must attend with an organized unit of the reserve for 14 days annual field training period each year for 4 consecutive years; must attend at least 38 drills yearly for 4 consecutive years, and in the case of officers, must have received no unsatisfactory fitness reports, or, in the case of enlisted men, must be awarded a final average service record marking of 4.5 or over upon discharge. (The medal was authorized by the Secretary of the Navy on February 19, 1939.)

COAST GUARD AWARDS

(In Addition to Navy Awards)

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

FOREIGN DECORATIONS

The Act of July 20, 1942, provides: "That officers and enlisted men of the armed forces of the United States be, and they are hereby, authorized during the present war and for a year thereafter to accept from the governments of cobelligerent nations or the other American republics such decorations, orders, medals, and emblems, as may be tendered them, and which are conferred by such governments upon members of their own military forces, hereby expressly granting the consent of Congress required for this purpose by clause 8 of section 9, article I, of the Constitution: *Provided*, That any such officer or enlisted man is hereby authorized to accept and wear any decoration, order, medal, or emblem heretofore bestowed upon such person by the government of a cobelligerent nation or of any American republic."

Navy Classifying Skills of Officers

The manpower shortage and developing needs for highly specialized personnel have resulted in the adoption by the Navy Department of an expanded system of classifying its officers.

The thousands of reserve officers who have been called to active duty have brought with them qualifications and skills representing almost every known industry and profession. In order that this talent may be utilized by the Navy to the fullest extent, the Department is indexing detailed information concerning every qualification of officers. All officers of and under the rank of commander have been asked to list all special skills.

With the adoption of this classification system, which is expected to be in full operation within 60 days, the Navy will be able to spot almost immediately the best qualified officer for any specialized duty. Not only will the talents of naval personnel be used to best advantage in this manner, but the demands of the Navy on civilian specialists will be eased to some extent.

What To Do?

*I am just an humble sailor,
Round begirt by rocks and
shoals,*

*Bound by rules and regulations,
Duty lists and muster rolls.*

*When I'm stuck by any problem,
I have only got to look,
And I know I'll find the answer
In that little blue-bound book.*

*It tells me what I ought to do
In any circumstance,
From the heat of bloody battle
To a casual romance.*

*But I need another rule book
now.*

*I am baffled and bemused.
I am up against a question
That has got me all confused.*

*What to do—and I can't find out
Though I've searched from
near to far—*

*When a WAVE begins to waver
Or a SPAR forgets to spar?*

—J. E. Baker, CSp.,
in *Chili News*.

Guadalcanal

(Continued from page 5)

changed direction too soon, and encountered the flank of its own force on the right bank.

The attack thereupon developed into a powerful frontal assault against the marines' prepared line. The spearhead of the attack came across a low sand spit on the extreme flank of the lines. Machine guns and rifles piled up their dead, but with fanatical tenacity the Japs kept coming. The few who did get across ran up against barbed wire, where marines finished them off with grenades and bayonets.

Daylight, after hours of bitter struggle, found the assault broken. The enemy had dug in on their side of the river and commenced to lob over mortar shells and rifle grenades.

While Marine artillery blasted down palm trees about their heads, a fast-moving column made a circuitous march inland to box them in from the rear if possible. When this column began to close in, four tanks rolled across the sand spit and

wrought havoc in the Jap emplacement.

The few Japs who attempted to escape by plunging into the sea were picked off.

How many actually did escape probably never will be known. First reports said 670 men in the detachment were killed. A subsequent survey raised the figure to more than 800.

The Second Phase

The Battle of the Tenaru River eliminated one Jap threat and proved the strength of the marines' eastern flank, but if it did anything to discourage the enemy there were few signs to that effect. The Japanese simply shifted their landings to the more inaccessible regions to the west.

Army planes arrived on August 22, heralding further reinforcement from all three branches of the service—bombers, torpedo planes, and fighters.

On August 23 a large Jap convoy was reported driven off with damage, but probably not before a sizable body of troops and supplies had been landed. Other attempts, "some successful," were made on September 3 and 5. Smaller contingents drifted

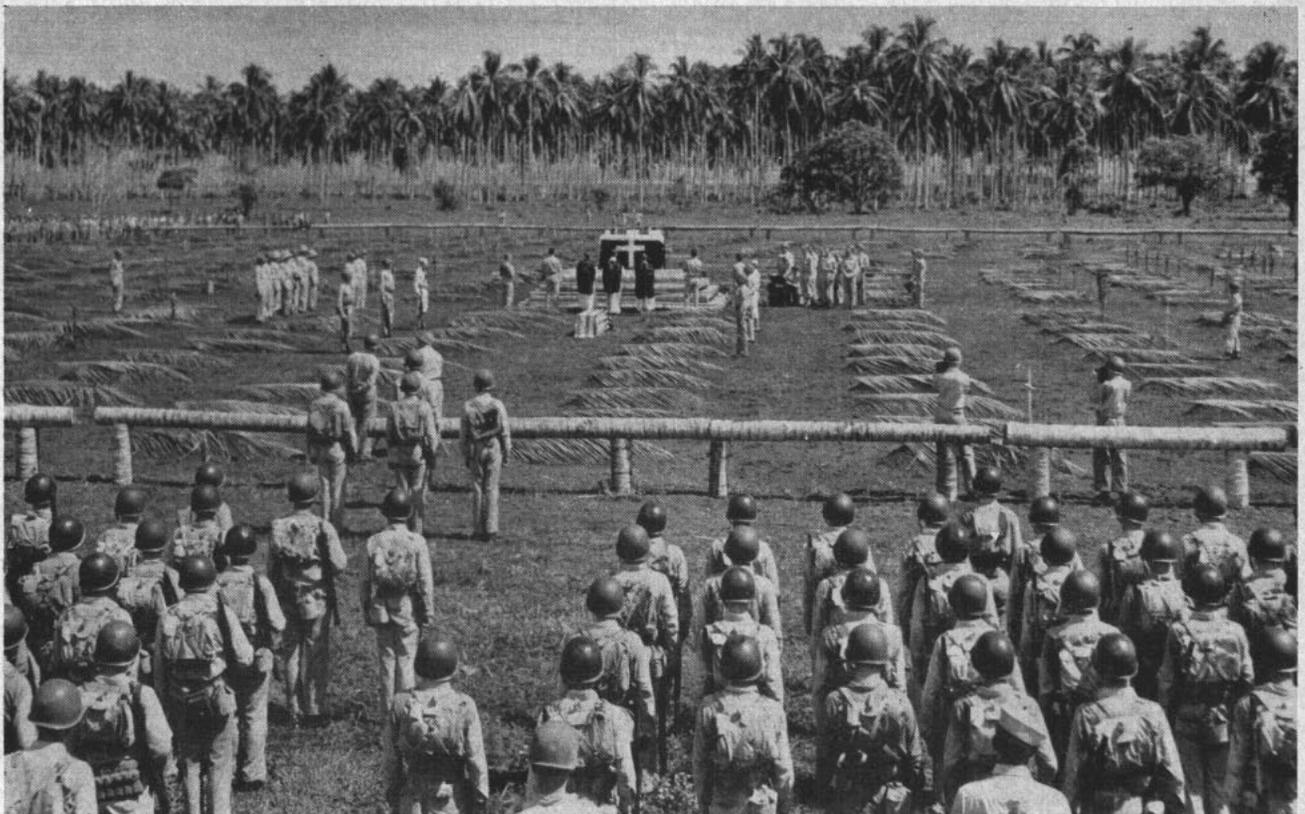
down by night from the northern Solomons.

The Japs were stepping up the pace. Bombers roared over Henderson Field in groups of 30, 40, 50, escorted by Zeros. American fighters shot them down in numbers, but always more came. Subs shelled nightly from the sea. There was little sleep. Obviously this was a "softening up" preparatory to another assault in force. A few reinforcements had come, and all the men who could be spared from the occupied islands were drawn in.

Heavy patrol clashes during the night of September 12-13 indicated the enemy was moving into position for the next major bid. On the following night it came—a powerful thrust against the marines' southern flank.

The key position here was Lunga Ridge. With this in Jap hands, all of the airfield would become untenable. Col. Merritt Edson, commander in this sector, established his troops in position along the perimeter of a knoll beyond where a saddle crossed the ridge. There he let the enemy come to him.

Come they did—along the ridge itself and boiling up out of the jungle that flanks it. They came in waves, in masses, and in columns, shooting



—Official U. S. Navy Photograph.

THE PRICE WE PAID FOR GUADALCANAL: A view of the cemetery on the island. Photo was made during a memorial service for a Navy construction worker.

Roman candles, setting off firecrackers, yammering in unison, "Marine, you die! Marine, you die!"

There was bloody work with grenade, knife, and bayonet as wave after wave surged into the marines' positions. So close was the fighting the marines were unable to use their artillery for fear of hitting their own troops.

The next day the Tokyo radio announced the Japanese had thrown 6,000 men against the ridge and had captured the airfield. But what dawn actually revealed was an utterly demoralized army in full flight. Artillery was pounding the Japs and planes from the airfield were swarming over them like angry hornets, bombing and strafing.

Those 6,000, or whatever they really numbered, had ceased to exist as a fighting unit.

The Third Phase

The disaster at Lunga Ridge seemed to have taught the Japs a lesson at last. Apparently they set about to amass a force so overwhelming as to crush the beachhead by sheer weight of numbers, meanwhile wearing down the defenders by ceaseless air and sea attacks.

From the outset American flyers had displayed general superiority in combat, which had resulted in heavier enemy losses. Now the proportionate losses began to mount to fantastic extremes. In the period of September 25-28, 42 Jap planes were shot down without a single United States loss. During October 369 of their planes were destroyed.

Even though the Americans now controlled the air over the island, enemy landings could not be checked altogether. These increased in size and number as September turned into October. On October 4 a large enemy convoy withstood almost constant attack without turning back. Further landings were effected on the night of October 7-8. Jap troops died by the thousands in the sea and on the beaches, but many got ashore.

Location of the landings indicated the Japs were preparing to attack, this time from the west. To counter the threat the marines determined to push their western flank forward to the Matanikau River. This was accomplished in 2 days of intensive fighting, in which Army planes helped blaze the way.

A surface task force intercepted a

large convoy off Savo Island on the night of October 11-12 and in a hot 30-minute engagement sank a heavy cruiser, four destroyers, and a large transport. The air forces, following up the next day, accounted as "probables" another cruiser and destroyer. The convoy was turned back with the loss on our part of one destroyer.

An American convoy put in on October 13 with the first contingent of Army troops to reach Guadalcanal. These were promptly welcomed by the enemy with two aerial bombings and a stiff shelling from Jap ships offshore.

The explosion of large shells was so violent and continuous the ground shook like an earthquake.

Still another large Jap convoy put troops and supplies ashore on October 15 under heavy air attack that damaged an enemy battleship and three transports. For the next few days our planes concentrated on the Jap shore installations and newly landed supplies. Such surface craft as were available aided, and large fires were started. The Jap surface force, in turn, resumed its shellings, and wave after wave of bombers sought to cripple the airfield.

The land offensive began on October 20 with light attacks intended to feel out our positions along the Matanikau. These continued throughout the next 2 days, rising to a climax of full power against the marines' western flank on the night of October 23-24, when four successive assaults were repulsed. Aircraft and artillery squelched a fifth assault early the following morning.

Still more Japs came. A convoy that had been attacked from the air the previous night landed a contingent on October 25, while those already on the scene uncapped the heaviest coordinated land-sea-air attack yet seen.

Besides assaulting again along the Matanikau, the Japanese lashed into our southern flank, while their planes ranged over the field and their ships lay off Lunga Point and blasted away.

That night the Japs pierced our southern lines but were promptly thrown back by a counterattack. Following a day and night of smaller scale thrusts, they again overran our advance positions, again to be repulsed by prompt counterattack. Having gained full control of the air, American planes were now aiding strongly in the defense by bombing



—Official U. S. Navy Photograph.

AMERICAN SOLDIER ON GUADALCANAL: *One of those to arrive at the Southwestern Pacific outpost to relieve Marines, a United States trooper totes equipment to his new quarters.*

and strafing enemy ground forces, taking a heavy toll in enemy killed.

Two additional major attacks failed to gain headway, and October 28 found the Japs badly in need of a breathing spell. They had lost 12 tanks and approximately 2,000 men by count of bodies on the scene in that week. Doubtless their losses from artillery and aircraft fire behind the lines were equally disastrous.

But Guadalcanal did not fall. The Jap still had strong forces on the island, but after his successive defeats he could not keep the offensive from passing to the Americans. The enemy was now exposed to severe punishment from Army and Marine ground troops, while Army, Navy, and Marine planes bombed and strafed him and helped Navy warships cut off the bulk of his reinforcements and supplies.

The Fourth Phase

On November 1 the United States forces suddenly took the offensive. Supported by Army Flying Fortresses, a column crossed the Matanikau and advanced some 2 miles. The Japanese fell back slowly. The next day the

marines captured 20 machine guns and 2 artillery pieces. In heavier action on November 3 they killed 350 Japs and added 3 field pieces, 12 thirty-seven mm. guns, and 30 machine guns to the captured list.

Enemy counterattacks on the 2 following nights were beaten off, after which the Americans' advance continued.

Apparently seeking to relieve pressure in the west, the Japs landed troops at Tetera, to the east of the American position, and a second contingent at nearby Koli Point.

Total strength of this force was estimated at some 1,500 soldiers. United States marines and troops of the United States Army promptly went after the new arrivals. By November 6 they had driven the Japs beyond the Malimbiu River; and, strongly supported from the air, they continued across the Metapono. By November 7 they were meeting only slight resistance. The landing force seemed to have vanished, leading to the conclusion that about half had been killed, while the remainder had fled into the bush.

Few Jap prisoners were taken in this or any American offensive.

While the slow advance continued on both flanks, a sizable United States surface force began bombarding Tassafaronga, silencing the batteries and starting extensive fires. Thirty of seventy-five landing barges were destroyed and others damaged.

It was clear by now that the Jap forces on Guadalcanal were incapable of resuming the offensive without reinforcements, and equally evident that they were determined to get these in. Aerial reconnaissance reported a growing concentration of transports in the northern Solomons-New Britain area. On November 10 it was reported that a large convoy was proceeding toward the scene of action under a strong naval escort.

The spearhead of the enemy formation, including two battleships, reaching the Guadalcanal area shortly after midnight on the morning of November 13, where it was furiously attacked by the United States task force on the scene. Our force inflicted severe damage and threw the enemy into confusion.

Throughout the day our planes carried out incessant attacks against the damaged Jap ships. Late in the afternoon a column of at least 12 transports was reported approaching, and the flyers turned their attention to

these the following morning with such good effect that 8 were sunk.

The surviving ships, however, continued their course toward Guadalcanal, where reinforced surface units were shelling the American shore positions to cover the landing.

During the night what developed into the greatest naval battle of the war to date was fought, with American forces finally routing the enemy.

It has been estimated that the Japanese could not have lost fewer than 25,000 men in these actions. The loss in ships was equally serious. What few men and supplies may have been salvaged from the beached transports proved insufficient for the launching of any further attacks.

This naval defeat, coupled with their retreat before American land forces, left the Japs on Guadalcanal in desperate straits. From this point on, the fighting was a matter of patrols and mopping up, with occasional assaults on such enemy strong points as were discovered.

The Japs made one more serious attempt to land troops. Air reconnaissance detected the move, and a naval task force drove off the convoy with heavy losses on the night of November 30.

On January 22, six important elevations to the west were captured. On January 25, two United States forces joined at Kokumbona to effect capture of that one-time Jap stronghold. Day by day the advance continued. On February 1 our forces crossed the Bonegi River and proceeded to close in on Tassafaronga. And then, by February 6, a strong position had been established at Titi, on the northwest coast of Guadalcanal.

Remaining enemy forces thus were cut into isolated groups—organized resistance was shattered.

Prison Camp

(Continued from page 25)

ment, furnished every evening after supper.

Prisoners sit on the ground around a raised platform, where they watch wrestling exhibitions or listen to long narrative songs by their own vocalists.

Each prisoner is allotted five native cigarettes daily but they would

gladly trade them all for an American cigarette. Their taste for things American doesn't stop there. Their favorite expression is "O. K.," and their favorite tunes, American swing.

Most popular number at present is "My Blue Heaven," usually sung in a manner which would torture the composer if he could hear it.

Solomons

(Continued from page 2)

thoroughly competent and effective enemy. His tactics and equipment are designed for use in that most difficult of terrain, the jungle. He knows the jungle and knows how to use it to the best advantage. He is a ruthless and often fanatic foe. He gives no quarter and expects none. He would rather die than surrender . . . but he can be beaten and has been beaten by men determined to win."

But above all, there is the strategic value of Guadalcanal as a base for future operations.

As an illustration of the effectiveness of Henderson Field as a base in that area, a compilation of enemy losses there between August 25, 1942, and January 1, 1943, showed that Douglas Dauntless dive bombers inflicted the following damage:

Two destroyers sunk, 5 possibly sunk, 20 damaged.

One heavy cruiser sunk, one possibly sunk, three damaged.

One battleship of the *Kongo* class possibly sunk by four hits.

Two troop-carrying destroyers sunk.

Eight cargo ships sunk, one possibly sunk.

Six transports sunk, three left burning and possibly sunk.

Although not regarded as a match for fighter planes (United States fighters often escort and protect dive bombers), the dive bombers also destroyed 20 Zeros, 8 in the air and 12 on the ground.

Most of the strategy employed in the fighting on Guadalcanal was incongruous to known military facts and propositions. As a young Marine lieutenant in charge of a machine-gun battery told a war correspondent, "You can throw away the whole book of regulations and start learning all over again."

Disabled Navy Men To Get Jobs

Plan to facilitate employment is adopted by Bureau

A PLAN to facilitate the employment of officers and men of the United States Navy who may be discharged from the service for physical disabilities incurred in the line of duty has been adopted by the Bureau of Naval Personnel following negotiations with various manufacturing and industrial employers, and the United States Employment Service.

Under the plan, responsibility for finding jobs for disabled Naval personnel will be assumed by the veterans' employment representatives of the United States Employment Service. Whenever possible, disabled naval personnel are afforded the opportunity of continuing in the service on shore duty where the duty will not aggravate their disability. However, the Navy will release disabled individuals for employment in private industry if the individual desires to terminate his naval service.

Prospective employers of disabled naval personnel may direct inquiries concerning the hiring of registered and classified disabled officers and men of the Navy to the field representatives of the United States Employment Service. Commandants of naval districts have been directed to assist the United States Employment Service and its veterans' employment representatives in making

disabled naval personnel available for interviews. Veterans' employment representatives, who maintain offices in each State, have as their primary function the supervision of the employment of veterans of the armed services.

The plan for the employment of disabled Naval personnel originated through a letter from J. Caden Jenkins, personnel manager of the Lockheed Aircraft Corporation, Burbank, Calif., in which he suggested that his company could use the services of disabled officers and men of the Navy. The Bureau of Naval Personnel wrote other aircraft manufacturers and received unanimous approval of the project. Since that time pledges of cooperation have been received from other industries.

In addition to assisting in the rehabilitation of disabled officers and men, the employment plan gives them an important part to play in the war effort. The education and training of naval officers qualifies them to fill positions of responsibility. Enlisted personnel usually have had training and experience in a trade and have attained ratings in such branches of the service as aviation metalsmith, radioman, quartermaster, signalman, carpenter, patternmaker, machinist, and many others.

Merchant Sailors Deliver The Goods

AMERICA'S 70,000 merchant sailors, suffering a casualty toll of nearly 4 percent of their number in the first year of war, have delivered the goods and shown patriotism, courage, and devotion to duty.

Elmer Davis, director of the Office of War Information, made public a report by Rear Admiral Emory S. Land, war shipping administrator.

"Admiral Land's report shows that American seamen are loyal and efficient," Davis said.

High points of Rear Admiral Land's report included:

1. Merchant marine casualties (dead and missing only) have totaled more than 3,200—3.8 percent of their total number in 1 year of war. Casualties of the armed services in the

same period amounted to less than 1 percent of their total number.

2. About three-fourths of the offshore merchant seamen are always at sea—"in the front line."

3. Willingness of sailors to brave bombs and torpedoes was shown recently when 100,000 persons responded to WSA's call for experienced seamen.

4. Actual pay for the average able seaman or fireman, figuring in his food and room averages around \$57 a week—about what a second-class rigger earns in a shipyard.

5. WSA's labor relations division, which investigates all reports of infraction of discipline, found practically all such incidents occurred in port, and where the result of the continued strain under which seamen work.

6. Despite an expected increase in enemy attacks on our merchant shipping, a greater percentage of survivors is expected in 1943 because of (1) more escort vessels, (2) better-armed ships, (3) more and improved safety devices, and (4) more experienced crews. More and better-equipped lifeboats are required under new regulations just issued.

Education

(Continued from page 34)

quest and results placed upon record. The tests for use at high-school level will consist of comprehensive objective examinations in each of five major fields of educational development: correctness and effectiveness of expression, ability to interpret reading materials in the social studies or in the natural sciences or in literature and general mathematical ability.

Similar but more difficult range of tests will be provided for the college level.

For those returning to jobs in the civil life an effort is being made to make available not only evaluation of work accomplished but of converting that work into corresponding work in civilian life.

The centers being established are under direction of the Educational Services Section of the Bureau of Naval Personnel's Training Division, under which comes all voluntary, extracurricular training within the Navy not designed directly to reflect in the war effort. Requests for material and information should be addressed to this section.

Fishing

(Continued from page 11)

Poisonous Fish

When you catch fish near the shore, or when fishing from the land, watch out for three kinds which are poisonous. One is a parrot fish, with large teeth like a parrot's beak. The others, porcupine fish and puffer fish will swell up like a balloon if you scratch them on the belly. You can use them for a bait, but be very sure not to eat them.

Whales

Do not worry about whales. The chances are millions to one they will do you no harm. Metal struck against metal under water will often scare them away.

If you land on islands without people, follow these instructions:

Water

Dig a hole at low tide just below high-water mark. The water which runs in may be salty and discolored, but it can be used. Drink moderately the first day, or it may make you sick.

If there is a salt marsh or pond behind the beach, dig near the foot of the slope which runs to it. You may find fresh water from 3 to 5 feet down. Since fresh water is lighter than salt, go no deeper than where you first find it.

On jungle islands, water may be found at the base of the leaves of air plants growing in the trees. Strain out bugs and wigglers. The water is good to drink.

Standing fresh water anywhere in the Tropics may be dangerous. Boil it, if you can, before drinking. You can boil water in a section of bamboo before the fire burns through. Or heat stones in the fire, pick them up with branches bent like tongs, and throw them in. Begin with a little water and then add more water and more stones.

Where there are no people, running water is usually safe.

Turtles

Turtles come ashore, mostly at night, to lay their eggs. Turtle eggs are good. Find them by following the trail the turtle makes across the sand to where the eggs are buried. Dig them up. When cooked, turtle eggs do

not get hard like hen's eggs. Eat them cooked or raw. Bite a hole in the shell and squeeze.

To turn a sea turtle on land, catch it by the shell near a hind leg, and lift quartering forward. Once turned it cannot get away.

Plants

Most tropical fruits, but not all, are good to eat. Some are unsafe. At the very top of many palm trees is a large tender bud or cabbage. Cut it out and eat it raw or cooked. The trunks of some palms, if cut into, will drip good water.

Rattans, long slender vines with sharp curved thorns, also have cabbages at the top. Good drinking water will often flow from the cut stem of a rattan.

The thick stem of a growing bamboo, like rattans and palms, holds drinkable water. Cut off the stem and catch the water as it drips. Bamboo sprouts up to a foot high can be eaten raw or boiled. So can young leaf sheaths of bamboo and the young curled overshoots of ferns.

Coconuts contain delicious, cool, nutritious water (called coconut milk) and valuable white meat. Strip off the husk and break in.

Breadfruit is oval, about 6 inches across, with a warty surface. To roast it, put it in a hole in the ground, cover it with leaves, lay hot stones around it, and cover the whole with dirt.

The durian, a large fruit with great spines, smells horribly but tastes like custard. Eat it raw.

Food From Fresh Water

Fresh-water fish of any kind, fresh-water snails, shells, crabs, shrimps, and crawfish are all unsafe to eat unless thoroughly cooked. Cook fish like breadfruit. The snails and others, drop alive into boiling water. Use your dip net to catch fresh-water shrimps. They often hang to branches that dip in the water and can be lifted out. Or make a dam in a stream out of mud, sand, or whatever you have, and look for shrimps when the water drains out below it. Eat the shrimp meat but spit out the shells.

Food Along Shore

Fish are found in pools on reefs, in shallow water, or among rocks at high or low tide. Use your harpoon or block the opening of a pool at high tide so the fish cannot get out. Poisonous puffers sometimes go into fresh

water. The flesh of other fish in fresh water is never poisonous when cooked.

Fish are sometimes found out of water on rocks or trees. They are good to eat.

In parts of New Guinea there are great spiders whose webs may help you. Make a flat net by bending a branch and passing it back and forth through a number of the webs. Then bait it with a bug and set it where small fish can see it. Their teeth will get tangled in the web.

By dragging several of the great leaves of coconut palms through shallow water, fastened together, fish may be driven ashore.

Shellfish

Shellfish and their juices are good to eat and drink, whether cooked or raw. Many bury themselves in the sand, leaving small holes. Dig for them. You may find shellfish also among the rocks, hanging to the branches of trees that dip in the water, or crawling on the bottom at low tide. Land crabs, carrying sea shells on their backs, are often very common.

Only two kinds of sea shells are dangerous. Each is in a single piece. One is shaped like a sharp spindle. The other is thicker, rounder, open the length of the shell, and shaped like a short flat cone at one end. They are found in tropical parts of the Pacific and Indian Oceans. The animals inside the shells have poison teeth and are dangerous. Let them alone.

Birds and Animals

All animals are safe to eat—monkeys, bats, lizards, land turtles, frogs, and even snakes, including poisonous snakes, if they have not bitten themselves. Snakes taste like frog legs or the white meat of chicken. Grubs found in the ground or in rotten wood make good food. So do grasshoppers, toasted on a stick. Pick off legs and wings before cooking. But do not eat any caterpillars. Many are poisonous.

People

Nearly all native peoples are friendly. Show them that you are friendly, too. Except along the coast and in the northern mountains of New Guinea, you can almost always go to them safely for help.

Finally

These instructions do not and cannot cover all cases. The best advice of all is to keep using your head. Many other men before you have saved their lives by doing just that.

WAVES

(Continued from page 20)

Other new articles include an aviation coverall and working smocks, to be worn by women performing duties that, if handled by male personnel, would call for dungarees.

Garrison caps are not regulation for the WAVES.

The following stores have been selected by the Board of Review to distribute uniforms and accessories to members of the Women's Reserve:

CALIFORNIA: *San Diego*, to be elected; *San Francisco*, The Emporium. **DISTRICT OF COLUMBIA:** *Washington*, Julius Garfinckel and Co., The Hecht Co., Frank R. Jelleff, Inc. **FLORIDA:** *Jacksonville*, Cohen Brothers, Ship's Service Department (U. S. Naval Air Station); *Miami*, Burdine's, Inc.; *Pensacola*, to be selected.

GEORGIA: *Atlanta*, Rich's Inc.; *Milledgeville*, Union Dry Goods (Macon). **ILLINOIS:** *Chicago*, Carson Pirie and Scott, Marshall Field and Company. **INDIANA:** *Bloomington*, L. S. Ayres and Company (Indianapolis). **IOWA:** *Cedar Falls*, Hughes Dry Goods (Accessories only), The James Black Dry Goods (Coats and suits only) (Waterloo, Iowa).

LOUISIANA: *New Orleans*, Maison Blanche Co. **MASSACHUSETTS:** *Boston*, William Filene's Sons Co.; *Northampton*, William Filene's Sons Co. **NEW**



—Official U. S. Navy Photograph.

COVERALLS: Utilitarian garment designed for WAVES who will serve as aviation machinists' mates is now regulation. The WAVE is standing in front of a photograph of a carrier, not on one.

COST OF UNIFORMS

Cost and quantities, required and optional, of uniforms and equipment for members of Women's Reserve: (NOTE.—All prices are maximum retail.)

Item	Price	Quantity	
		En-listed	Of-ficer
Wool suit.....	\$25.00	2	2
Cotton suit.....	11.00	2	2
White suit.....	15.60	1	2
Raincoat.....	35.65	1	1
Summer raincoat.....	6.00	1	1
Summer havelock.....	1.00	1	1
Overcoat.....	39.75	1	1
Shirts, white rayon.....	4.65	2	2
Shirts, white cotton, short sieved.....	2.50	4	4
Shirts, navy rayon.....	4.35	3	2
Shirts, blue cotton.....	3.50	2	3
Ties, black.....	.45	2	2
Ties, reserve blue.....	.45	2	2
Hat, officer, complete.....	17.45	1	1
Hat, enlisted, blue.....	3.00	1	1
Hat, enlisted, blue and white.....	3.00	2	2
Hat rain cover.....	1.75	1	1
Handbag.....	8.00	1	1
Hose.....	.80	4	4
Shoes, black:			
Service.....	18.00	2	2
Dress.....	18.00	1	1
Shoes, white.....	18.00	1	1
Gloves, black.....	3.00	1	1
Gloves, white.....	1.25	2	2
Sleeve braid.....	4.00		(3)
Insignia (pin-on device).....	.75		(3)
Rating badges.....	3.00	(3)	3
Aviation cover-all.....	5.00	1	1
Working smock.....	3.50	1	1
Aviation cover-all hat.....	1.00	1	(1)
Slacks, wool.....	10.00	1	1
Slacks, cotton.....	6.00	2	2
Muffler.....	2.50	1	1

¹ Optional.
² Estimated cost.
³ Required in sufficient quantity.

YORK: *New York City*, Abraham and Straus, B. Altman and Co., Bloomingdale's, Frederick Loeser and Co., Lord and Taylor, R. H. Macy and Co., Saks Fifth Avenue, John Wanamaker.

OHIO: *Cleveland*, The Halle Brothers Co. **OKLAHOMA:** *Norman*, Ship's Service Dept. (Naval Training School), Rothschild's B and M; *Stillwater*, Rothschild's B and M. **PENNSYLVANIA:** *Philadelphia*, Strawbridge and Clothier. **RHODE ISLAND:** *Quonset Point*, Gladding's (Providence).

TENNESSEE: *Memphis*, O. Lowenstein and Co. **TEXAS:** *Corpus Christi*, Perkins Brothers Co. **WASHINGTON:** *Pasco*, Ship's Service Dept. (Naval Air Station); *Seattle*, Frederick and Nelson. **WISCONSIN:** *Madison*, Harry S. Manchester, Inc.

Navy War Bond Sales

January 1943 sales....	\$14, 547, 843. 75
Navy allotments.....	857, 981. 25
Previous sales (including allotments)	107, 274, 976. 50
Total to Jan. 31..	122, 680, 801. 50

College Plan

(Continued from page 14)

guage for English and history. All students inducted into the V-12 program will receive instruction in naval organization and general naval orientation.

Students who are able to carry elective courses in addition to their Navy curriculum may do so provided the extra work does not interfere with their proper performance of assigned duties. If the college is satisfied that the student has adequately covered any of the subjects included in the curriculum, it may authorize the student to substitute courses for those covered.

During their college training, Navy students may take part in all college athletics and other campus activities, provided such activities do not interfere with their prescribed hours or courses of study. Any student who is able to meet the requirements of the curriculum, which include compulsory physical drills, swimming, and setting-up exercises, and is able to devote additional time to participation in college athletics or other extracurricular activities, will be permitted to do so. Navy students may also join all previously established college organizations and fraternities which are available to all students on the same terms but at the personal expense of the student. Students under the V-12 program will be required to maintain the Navy's standard of discipline, although military activities will be kept at a minimum and subordinated to academic training.

Detailed procedure together with the proper application form, copies of which may be reproduced from the original, are in Bureau of Naval Personnel Circular Letter 14-43, dated February 9, 1943. Circular Letter 14-43 is included in the Navy Department Semimonthly Bulletin (restricted), Vol. II, No. 4, dated February 15, 1943, pages R-347 through R-354.

A letter received by some sailor's sweetheart which had passed through the usual censor routine in California. Heart all aflutter, the poor gal opens the letter to find a narrow slip of paper on which these words were written: "Your boy friend still loves you but he talks too much./s/Censor."

—The Blast.



—Official U. S. Navy Photograph.

The stop in Brazil—President Getulio Vargas of Brazil is at Mr. Roosevelt's right; Jefferson Caffery, United States Ambassador to Brazil, is at his left.

Casablanca

(Continued from page 19)

would demand "unconditional surrender" from the Axis and asked that the African meeting be called "the Unconditional Surrender Conference." The Allies seek the total destruction of the Axis nations' power to wage war and are determined to destroy the philosophy of hate and remove other peoples' fear of subjugation, he said.

However, the Allies have no intention of harming the people of the Axis countries, Mr. Roosevelt said. He outlined three objectives for 1943:

(1) Maintenance and extension of the initiative won late in 1942, (2) sending of all possible aid to Russia, and (3) assistance for the Chinese armies.

En route home, Mr. Roosevelt conferred with President Vargas, of Brazil. The two American Presidents discussed "the continuing submarine danger in the Atlantic," and reached "complete agreement that it must be permanently and definitely assured that the coasts of West Africa and Dakar never again under any circumstances be allowed to become a blockade or invasion threat against the two Americas."

'Philosophers'

(Continued from page 18)

listed men completed the personnel of the section. They were Sgt. (now second lieutenant) Robert Brant, USMC, Washington, D. C.; Sgt. Richard Kuhn, USMC, of Fostoria, Ohio; and Pvt. (1st cl.) Dennis J. Helixon, USMC, of Marshfield, Wis.

Lieutenant Colonel Twining was said to have been the first marine to draw blood in the Solomons campaign. He was one of two marine officers who flew over Guadalcanal and Tulagi on a reconnaissance mission late in July

in a Flying Fortress. The big plane shot down two or three Zero float-planes which rose from Gavutu Harbor to attack it. "Right there," he would say, pointing to a patch of sky near Henderson Field.

WHEN a new operation against the Japs was being planned or when a battle was on, the operations officer became one of the busiest men on the island. He carefully studied the big map of the theater of operations, reckoned where the line of our advance was likely to be easiest and where "parcels of Nips" (he invariably referred to them as Nips) were likely to be found, and constantly called commanders at the front, supply of-

ficers, and transport officers to check on the progress of the action and ensure that the needs of the men at the front were met.

At such times the phones were busiest and it was an unhappy operator who failed to put through a call from the colonel in very short order. It gave the colonel considerable satisfaction to give the handle of the field telephone five or six vigorous turns, although ten would make no more impression on the telephone operator than one. A wrong connection was sure to bring forth blistering language. "I am trying to get X. You have given me the field hospital, the quartermaster, and the scout bomber repair section in that order. Will you please pull yourself together and try to get me X!"

At busy times he was also likely to be impatient with telephone addicts who thought it urgently important to notify the section that there was a blinking light off Kokumbona or a flare over Cape Esperance. Foolish questions were likely to get short answers. On one occasion a shore observer called the section with a piece of "hot dope." The colonel happened to answer the phone. The voice at the other end informed him that Jap warships appeared to be standing in toward Kokumbona under cover of night, and went on to ask "What do you suppose it is?"

"I think it is a strength through joy trip," was the reply.

When a pocket of enemy resistance was wiped out, the colonel, with a flourish of the damp cloth, would wipe off the red spot that marked the Jap position on the map. "The easiest way I know to wipe out a parcel of Nips," was his comment.

LIEUTENANT Colonel Twining had little respect for Japanese tactics which won the enemy success in the past. Their senseless banzai charges against strong positions, their preference for night attack when they were not organized or equipped to carry through such a difficult operation, and their disorder and helplessness after a defeat supported the colonel's conviction that the marines could continue to lick the Nips.

After a patrol encounter, in which marines wiped out a group of Japs after stalking them through the jungle, he said: "The Nips can't stand that sort of pushing around. They have run up against men who can live in the jungle and get around as fast as they can."

The Presidential Unit Citation

General order No. 187 provides regulations governing new award

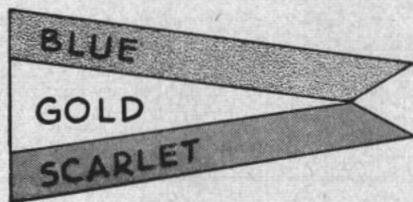
THE PRESIDENTIAL Unit Citation, authorized by Executive Order No. 9050, dated February 6, 1942, is provided with specific regulations in General Order No. 187, dated February 3, 1943. The general order calls for a burgee pennant, plaques, and battle streamers, in addition to ribbons to be worn by individual personnel assigned to the cited units.

By the executive order, the Secretary of the Navy is authorized and directed to issue a citation in the name of the President of the United States, as public evidence of deserved honor and distinction, to any ship, aircraft, or other naval unit and to any Marine Corps aircraft, detachment, or higher unit, for outstanding performance in action on or after October 16, 1941.

After any Naval or Marine Corps unit is so cited on two or more separate occasions for outstanding performance in action occurring on or after October 16, 1941, such insignia shall become a part of the uniform of such unit, and shall be issued to officers and men who may thereafter become members of such unit; and such insignia may be worn at all times by individuals who were attached to the unit so cited on one of the two or more occasions in connection with which the citation was issued, whether they thereafter serve with such unit or with a different unit.

THE REGULATIONS, as provided in General Order No. 187, include these:

Commanders of forces afloat will make recommendations to the Secretary of the Navy via official channels for the Presidential Unit Citation for such units of their commands as from time to time they deem worthy of such distinction. Recommendations will be confined to cases wherein the unit performs services in action above and beyond the high standard expected of our forces and is considered outstanding as compared to services of other comparable units engaged in the same or similar actions. Each recommendation will be submitted separately and will be accompanied by



THE BURGEE PENNANT

sufficient data forming the basis of the recommendation to enable the Navy Department Board of Decorations and Medals adequately to consider the case.

The insignia of the unit citation authorized by the above Executive Order shall be in the following form and design:

A Burgee pennant design of blue, gold, and scarlet of 27 units on the hoist by 57 units on the fly, with the gold measuring 13 units on the hoist and 48 units on the fly centered between the blue above and the scarlet below.

For ships, aircraft units, tank units, etc., a bronze plaque is authorized to be displayed, such plaque to be of appropriate size and to have the Unit Citation Insignia centered in the upper part and the citation engraved below it. Individual planes, tanks, etc., of a cited unit are authorized to paint the design of appropriate size in a suitable place upon the plane, tank, etc.

For companies, battalions, regiments, etc., awarded the Unit Citation, a battle streamer of appropriate size with the citation engraved upon the standard is authorized.

Should a unit be cited more than once, for each citation in addition to the first for which the insignia is authorized, there shall be added one blue star up to a total of five stars. Stars will be displayed upon the gold part of the insignia. The additional citation for each star is authorized to be engraved upon the plaque.

In time of peace ships shall carry an additional display of pennant of the insignia design to be displayed at some place on the top hamper to be visible to other units.

Should a cited ship be lost, provision will be made for the display of the

plaque by the namesake, if appropriate, with a notation of when and where the ship was lost; or in the event that no new ship is named for the one cited and lost, the plaque will be sent to the United States Naval Academy for appropriate display.

THE UNIFORM insignia of the unit citation shall be as follows:

A ribbon bar similar to those worn for service medals except that the ribbon shall be 1½ by ½ inches. The ribbon shall consist of three horizontal stripes, the top stripe blue, the center stripe gold, and the lower stripe scarlet, the blue and scarlet stripes to be one-eighth inch in width and the gold stripe to be one-fourth inch in width. Citation stars one-fourth inch in diameter will be placed upon the gold stripe and will be blue. The citation ribbon shall be worn on the left breast between personal decoration ribbons and service medal ribbons.

When medals are worn on the uniform, the Presidential Unit Citation insignia will be worn on the right breast of the uniform. When so worn, the size of the ribbon shall be 1½ inches in length, ½ inch in width, the blue and scarlet bars one-eighth inch in width, the gold bar one-fourth inch in width, and the blue citation stars indicative of additional awards shall be one-fourth inch in diameter.

No ribbon or other uniform insignia will be worn at any time for the first citation of a unit. After the second or subsequent citations personnel are authorized to wear the ribbon of the citation as follows:

(1) Personnel attached to the unit on one of the two or more occasions in connection with which the citation was awarded shall wear the citation ribbon with one star permanently, regardless of station assignment.

(2) Personnel attached to the unit on two or more of the occasions in connection with which the citation was awarded shall wear the citation ribbon with two stars to denote two citations, and an additional star up to a total of five stars to denote each additional citation, such insignia to be worn permanently regardless of station assignment.

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

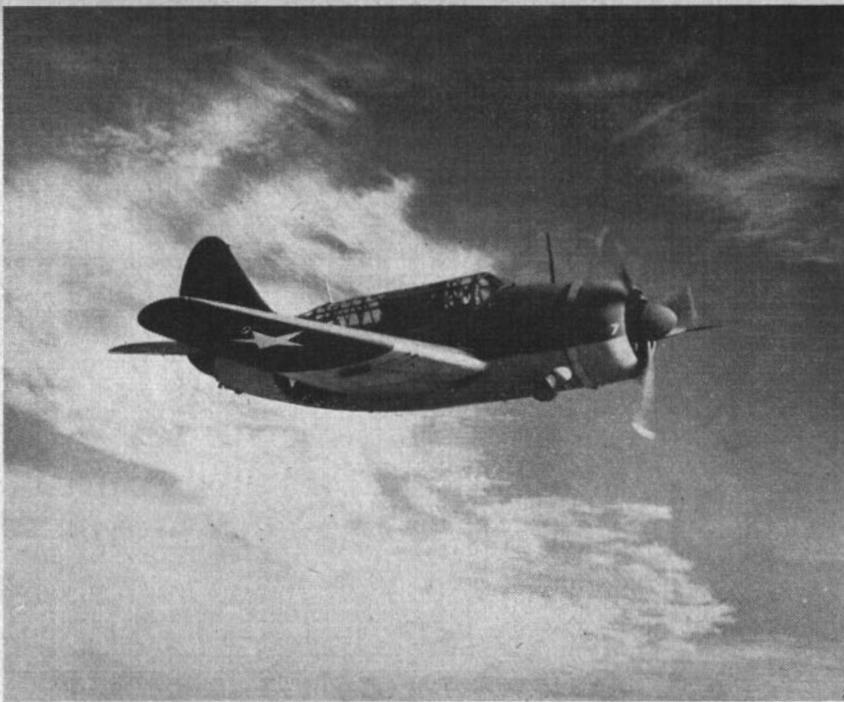
CASUALTY FIGURES

Casualties of United States Naval Forces—dead, wounded, and missing—reported to next of kin from January 1, 1943, to February 23, 1943, inclusive, totaled 2,118, of which 301 are dead, 633 wounded, and 1,184 missing.

The preponderant share of these casualties resulted from direct action with the enemy, but included in the total are names of those who were lost in accidents at sea and in the air on duty directly connected with wartime operations.

The Navy, Marine Corps, and Coast Guard casualties reported to next of kin from January 1, 1943, to February 23, 1943, inclusive, bring the grand total to 23,615.

	Dead	Wounded	Missing
Navy-----	5, 110	2, 095	10, 330
Marine Corps-----	1, 484	2, 356	1, 996
Coast Guard-----	51	19	174
Total-----	6, 645	4, 470	12, 500



—Official U. S. Navy Photograph.

The Navy's Newest Scout Bomber—the "Helldiver"

Officially known as the SB2C by Curtiss, the plane combines speed, range, and armament. Details of construction and performance, naturally, are restricted.

CHANGE of COMMAND

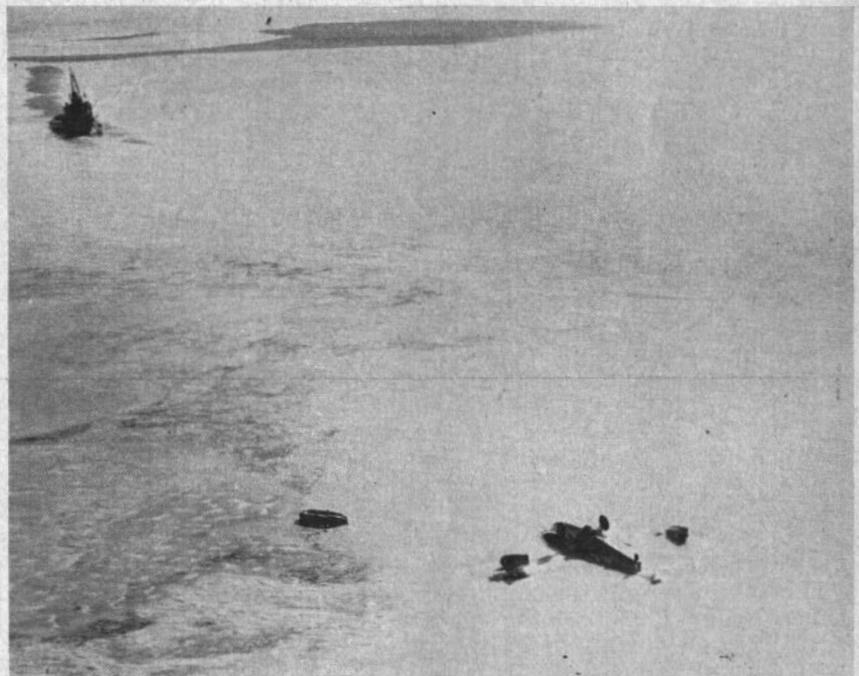
Rear Admiral Wilson Brown, Jr., usn, has been named by the President to become his naval aide. He will be succeeded as commandant of the First Naval District by Rear Admiral Robert Alfred Theobald, usn.

In naming Rear Admiral Brown as his naval aide, the President released Capt. John Livingston McCrea, usn, from duty at the White House to assume command of a capital ship now fitting out in preparation for joining the fleet. Captain McCrea has been the President's Naval aide since January 1942.

Rear Admiral James L. Kauffman, commandant of the Seventh Naval District and Commander of the Gulf Sea Frontier, has been sent to a new post, nature of which was not disclosed.

The present chief of staff, Capt. H. H. J. Benson, has assumed the post of Acting Commander of the Gulf Sea Frontier.

Rear Admiral Kauffman is credited with driving Axis submarines out of the Atlantic-Gulf-Caribbean area.



—Official U. S. Navy Photograph.

Ice Breaker Smashes Way to Aid of Crashed Navy Plane

Imprisoned for 2 days by a sudden overnight freeze-up of a New England coastal bay, this United States Navy utility plane is near rescue. An ice breaker slowly smashes its way through the deep ice toward the aircraft. The pilot and radioman escaped in near freezing sea water.

DECORATIONS and CITATIONS

Pearl Harbor Hospital Wins Unit Citation

A citation for distinguished service at the time of the Japanese attack on Pearl Harbor has been awarded to United States Mobile Hospital Unit No. 2 by Admiral Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet.

Commanding officer of the unit when the raid occurred was Capt. John Howard Chambers (MC), USN, of Philadelphia, Pa. The executive officer was Capt. John Marion McCants (MC), USN, of Fernandina, Fla.

This citation is the second awarded a naval hospital. Admiral Nimitz had previously issued an identical citation to the United States Naval Hospital at Pearl Harbor for service at the time of the raid.

Mobile Hospital Unit No. 2 had been shipped to Hawaii shortly before the Japs struck. Despite the difficulties caused by the fact that construction work had not been completed, the staff of the unit promptly began to care for those wounded in the raid. Operating skillfully for a period of many hours, doctors, nurses, and hospital corpsmen attached to the hospital rendered full medical care to the casualties.

Admiral Nimitz' citation stated that at the time of the attack and afterwards this unit displayed conspicuous devotion in the line of duty. Its ability to cope with this disaster was responsible for the successful care of all casualties and the saving of many lives.

Mobile Hospital Unit No. 2 is one of a number of prefabricated hospitals developed by the Navy in the past few years to permit the establishment of units which could give full medical care to the wounded at points close to the battlefield. Prominent in the design and planning of the mobile hospitals has been Capt. Chambers, who received enthusiastic support from Rear Admiral Ross T. McIntire, Surgeon General of the Navy.

The mobile units are completely staffed and equipped hospitals with facilities for the care of large numbers of patients. Their construction permits rapid dismantling and equally rapid installation. The units may



—Harris and Ewing.

Maj. Gen. Vandegrift Is Decorated

President Roosevelt decorates Maj. Gen. Alexander A. Vandegrift of the United States Marine Corps with the Congressional Medal of Honor. Major General Vandegrift commanded American forces on Guadalcanal from August 7 to December 9. Major General Vandegrift thus became the first Marine of the present war to receive both the Navy Cross and the Congressional Medal of Honor. Mrs. Vandegrift and their son, Maj. Alexander A. Vandegrift, Jr., witness the ceremony.

thus be transported from place to place, wherever the shifting fronts of global warfare make location of a major medical installation desirable. Combined with the use of ambulance planes, also developed in this war, the mobile hospital units make it possible for the Navy Medical Corps to give promptly full medical care to stricken members of the naval service, and have contributed greatly to the saving of many lives.

MEDAL OF HONOR

Sgt. Clyde Thomason, USMC, of Atlanta, Ga., posthumously, for leading the advance element of the assault echelon during the Marine raider expedition against the Japanese-held island of Makin on August 17-18, 1942. He gave his life while leading an assault on an enemy position.

NAVY CROSS

Capt. Laurance T. DuBois, USN, of Washington, D. C.

Commander William M. Cole, USN, of Media, Pa.

Commander Jesse G. Coward, USN, of Richmond Hill, Long Island, N. Y.

Commander Edwin R. Wilkinson, USN, of North Miami, Fla.

Lt. Comdr. William E. Hank, USN, of Norfolk, Va., missing in action.

Lt. Comdr. Emmet O'Beirne, USN, of Martins Ferry, Ohio.

The above six for their "daring and determination which contributed materially to the victory over a superior enemy force." The enemy was engaged at close quarters and prevented from accomplishing his purpose.

Commander William Hollingsworth, USN, of Coronado, Calif., who led his bombing squadron in action against Japanese forces in Kwajalein Atoll, Marshall Islands, February 1, 1942. He dove his plane through withering antiaircraft fire and scored a direct bomb hit on an enemy cruiser. Later in the day he led his squadron in a successful attack against an enemy air base on Taroa Island, Maloelap Atoll, destroying seven Japanese planes.

☆

Lt. Col. Samuel B. Griffith, 2d, USMC, of Pittsburgh, Pa., for action in the Matanikao River sector of the Solomons on September 27, when, severely wounded after the other field officer in his battalion had been killed, he refused to leave the action until ordered by his superior to relinquish command, thereby maintaining his troops' morale and enabling them to fight effectively throughout the day.

☆

Commander Orville F. Gregor, USN, of La Jolla, Calif.; Lt. Comdr. Damon M. Cummings, USN, of La Jolla, Calif., posthumously; Lt. Comdr. Douglas H. Fox, USN, of San Francisco, Calif., missing in action, and Lt. Comdr. Louis M. LeHardy, USN, of Coronado, Calif., posthumously, for daring and determination which contributed materially to a victory that prevented the enemy from accomplishing their purposes. The force to which each was attached, engaged at close quarters and defeated a superior enemy force.

☆

Lt. Comdr. John M. Bermingham, USN, of New York City, posthumously, for preparing the U. S. S. *Peary*, of which he was commanding officer, for the performance of further important missions following the bombing attack on the Cavite Navy Yard; for maneuvering the ship skilfully, though subjected to numerous intense attacks by enemy bombers and torpedo planes, so as to bring her to her destination with a minimum of damage. While moored at Darwin, Australia, on February 19, 1942, the *Peary* fought valiantly against prolonged enemy dive bombing attacks until finally, after sustaining five bomb hits, she sank stern first.

☆

Lt. John N. Hughes, USN, of Ames,

Iowa, for delivering a well-directed and gallant attack by gun and torpedo fire against a vastly superior force of enemy vessels in Badoeng Straits off the Island of Bali, Netherlands East Indies, on a night in February 1942. Although the ship which he commanded was illuminated by the enemy and under heavy fire, its fire scored several hits which damaged the enemy ships and silenced their fire.

☆

Lt. William S. Guest, USN, of Rome, Ga., for piloting a bomber in attacks on Japanese forces in Tulagi Harbor on May 4, and in an attack on an enemy aircraft carrier in the Battle of the Coral Sea, resulting in the sinking or damaging of the carrier and eight other enemy vessels.

☆

Capt. William D. Stevenson, USMC, of Titusville, Pa., for action during the defense of Henderson Field on Guadalcanal on September 13-14, when he daringly led a reconnaissance patrol toward enemy lines on the battalion's left flank, despite severe rifle and machine-gun fire. Later he remained at his communications post after other command post personnel had been displaced, continuing contact with marine forces.

☆

Lt. Edward P. McLarney (MC), USN, of Cross City, Fla., and Washington, D. C., for coolly disregarding hostile fire from front and flank during a night action in the Solomons on September 13-14, and, assisted by a greatly reduced number of Hospital Corps men, rendered aid to approximately 200 casualties during the engagement.

☆

Lt. (jg) Floyd E. Moan, USN, of Toledo, Ohio, for assisting greatly in the sinking or damaging of a carrier and eight other vessels as pilot of a dive bomber in attacks against Japanese forces in Tulagi Harbor on May 4, and in an attack on an enemy aircraft carrier in the Coral Sea on May 8, 1942.

☆

Lt. (jg) Tony F. Schneider, USNR, of Hillsboro, Mo., for participating in the initial dive-bombing attacks against Japanese forces in the Battle of Midway, despite a concentrated an-

ti aircraft barrage, heavy fighter opposition, and the fact that he was flying at a distance from his own forces, which rendered return unlikely because of probable fuel exhaustion.

☆

Lt. (jg) Kenneth H. Muir, USNR, of Pelham, N. Y., commanding officer of an armed guard crew aboard a merchant ship which was torpedoed and sunk by an enemy submarine, for disregarding his own severe injuries and great suffering, and ordering three men near him to leap clear of the ship; for rushing back to help more of his men escape. He was still urging the gunners over the side when the ship went down.

☆

Ensign Francis R. Sanborn, USNR, of Traverse City, Mich., for contributing to the sinking of one enemy carrier and the sinking or severe damaging of another carrier and at least eight other vessels as pilot of a torpedo plane in attacks at Tulagi Harbor on May 4, and in the Battle of the Coral Sea.

☆

Ensign Albert K. Earnest, USNR, of Richmond, Va., for pressing home an attack on an enemy carrier during the first attack against the invading Japanese forces in the Battle of Midway. He also received a Gold Star in lieu of a second Navy Cross for action in the same battle. He completed an unsupported torpedo attack, in which he was wounded and his gunner was killed, and made a return flight some 200 miles to Midway, although his plane was riddled by machine-gun bullets and cannon shell; his compass and bomb bay door were inoperative; one wheel of his landing gear was unable to be extended, and his elevator control was shot away. Upon reaching his base he negotiated a safe one-wheel landing.

☆

Ensign Harold White, USNR, of Florence, S. C., for obtaining a successful hit on one of the enemy cruisers, as pilot of a plane of a scouting squadron in the Battle of Midway.

☆

Chief Machinist Stephen B. Smith, USN, of Mason City, Iowa, and Machinist Albert W. Winchell, USN, of San Diego, Calif., for participating as pilots of torpedo planes, in action

against the Japanese invasion fleet in the Battle of Midway, and pressing home their attacks in the face of terrific antiaircraft fire. Their citations stated that the unprecedented conditions under which their squadrons launched their offensives "were so exceptional that it is highly improbable the occasion may ever recur where other pilots of the service will be called upon to demonstrate an equal degree of gallantry and fortitude."

☆

For exposing themselves constantly to enemy fire from all directions to care for and evacuate the wounded, thus saving many lives at disregard of their own, during hostile attacks on the night of September 13, 1942, as company corpsmen attached to front-line companies in the Solomons:

Wilbur L. Marsh, PhM1c, usn, of Painesville, Ohio.

Lloyd T. Mathis, PhM2c, usn, Spartanberg, S. C.

Delbert D. Eilers, PhM2c, usn, of Chandlerville, Ill.

Albern M. Potter, PhM1c, usn, of Springfield, Mass.

Gerald E. Roebuck, PhM3c, usn, of Philadelphia, Pa.

Thaddeus Parker, PhM3c, usn, of Cross City, Fla.

William D. Kincanon, PhM3c, usn, of Riverside, Calif.

☆

Platoon Sergeant Lawrence A. Harrison, usmc, of Benton, Kans., for taking charge of a unit during the Solomon's night action of September 12-13, when his section was isolated by attacking enemy forces, and directing machine-gun fire that halted the Japanese advance. At daybreak he and his men broke through surrounding enemy lines and made contact with friendly forces. His men and his weapons came through intact.

☆

Sgt. Roy M. Gay, usmc, of Enigma, Ga., for, with one other man, installing a vital telephone line on the night of September 13, 1942, during action in the Solomons, despite constant enemy mortar, machine-gun and rifle fire. The line, between the command post and front lines, enabled continued contact with defending forces.

☆

Karl B. Coleman, PhM3c, usn, of McAndrews, Ky., for moving forward

under heavy hostile artillery, machine-gun and sniper fire to render aid to a comrade, saving the latter's life, on September 8, 1942, in the Solomons. Again, on September 13, as a company corpsman attached to a front-line company, he exposed himself constantly to enemy fire from all directions to care for and evacuate the wounded, thus saving many lives at disregard of his own.

☆

Pvt. Nicholas A. Willox, usmc, of Hempstead, Long Island, N. Y., for maintaining continuous, accurate mortar fire against the enemy despite severe handicaps, on Lunga Ridge, in the Solomons, on the night of September 13, 1942. Later he helped evacuate wounded and returned with ammunition to the front lines until he was injured by an enemy hand grenade.

☆

Pvt. John W. Mielke, usmc, of Ferndale, Mich., for personally accounting for at least six of the over-running enemy, preventing loss of his weapon, and by his heroism being largely responsible for halting the enemy advance, when he was attacked from three directions during the night of September 12-13 in the Solomons.

☆

DISTINGUISHED SERVICE MEDAL

Rear Admiral Thomas Cassin Kincaid, usn, of Philadelphia, Pa., a Gold Star in lieu of a second Distinguished Service Medal, for "exceptionally meritorious service" while commanding a task force in the Solomon Islands. He was awarded his first DSM for the manner in which he directed his task force in the Coral Sea Battle.

☆

SILVER STAR

Commander Irving D. Wiltsie, usn, of Riverdale, N. Y., as navigator of the U. S. S. *Yorktown* during the Battle of Midway, supplied air plot with such complete and accurate navigational information that the *Yorktown* air group units achieved complete success in making contact with their objectives; his expert control of the ship under the captain's direction was

responsible for avoiding two of the enemy's torpedoes. He also assumed the duties of executive officer when the latter was injured and directed salvage operations.

☆

Commander Murr E. Arnold, usn, of Norfolk, Va., for keeping the flight deck and aircraft on board fully operative by his expert coordination and efficient supervision of the air department activities, as air officer on the U. S. S. *Yorktown* during the Battle of Midway.

☆

Lt. Comdr. Clare B. Smiley, usn, of Birmingham, Ala., for carrying on as executive officer of the U. S. S. *Stewart* during action against Japanese forces in Badoeng Strait on the night of February 19-20, 1942, despite the fact that his right leg was broken and he was bleeding profusely from wounds inflicted when the *Stewart* was subjected to vigorous shelling by a Japanese cruiser and a destroyer. During a slight lull between two phases of the night's action, Lieutenant Commander Smiley's commanding officer overrode his protests and ordered him carried below.

☆

Lt. Comdr. William W. Fitts, usn, of Seattle, Wash., for directing the fire of guns under his control which resulted in the destruction of an enemy bomber while he was serving as executive officer of a ship in action against Japanese forces in the Aleutian Islands campaign.

☆

Lt. Comdr. John F. Delaney, usn, of Bradford, Mass., for accelerating the speed of his engineering plant from 6 knots, the maximum speed of the damaged plant, to 23 knots in approximately an hour's time, through the efficient organization of his department and his competent direction of repair and engineering damage control, after an enemy bomb exploded and extinguished the fires in all but one of the U. S. S. *Yorktown's* boilers during the Battle of Midway. Lieutenant Commander Delaney was engineer officer of the carrier.

☆

Lt. James C. Legg, usn, of Vallejo, Calif., who served as commanding officer of a ship during operations following the attack on the U. S. S.



—Harris and Ewing.

Royal Air Force Honors United States Coast Guard

While United States Coast Guard Commandant Vice Admiral R. R. Waesche, left, looks on, Air Vice Marshal MacNeece Foster, deputy head of the Royal Air Force delegation in the United States, right, presents a silver platter to Commander Francis C. Pollard, USCG, as a token of appreciation for the rescue by a Coast Guard flyer of three members of the Royal Canadian Air Force after a crash in Greenland. Commander Pollard was the skipper of the cutter from which Lt. John A. Pritchard, USCG, took off to effect the rescue of the RCAF flyers. Lieutenant Pritchard lost his life the next day when he attempted to rescue two American flyers in the same locality.

Yorktown. Lieutenant Legg displayed remarkable seamanship under dangerous and difficult circumstances. Placing his men aboard the abandoned *Yorktown* to run the tow line, he endeavored to tow the vessel for 24 hours despite enemy Japanese submarine attacks. His action in cutting the tow line to the *Yorktown* and picking up U. S. S. *Hammann* survivors when that ship was torpedoed and sunk saved many additional lives. Later he expertly maneuvered his ship alongside the *Yorktown* and removed personnel and the commanding officer.

☆

Lt. (jg) Morton E. Wolfson, USNR, of Chicago, Ill., for action as commanding officer of the United States armed guard crew aboard a merchant vessel during attacks by enemy German forces in alien waters. During a mass attack, his crew shot down one attacking plane in flames and seriously damaged another. The

next day, after 28 hours at quarters, his crew set one enemy plane afire and sent another crashing ablaze into the sea.

☆

Lt. (jg) Francis G. Bladel, USN, of Kansas City, Mo., assistant damage control officer during the attack on the U. S. S. *Marblehead* by enemy Japanese bombers February 10, 1942, for proceeding from one affected area to the next throughout the bombardment and continuously from then on until the ship was docked, maintaining communications with the repair parties and coordinating their efforts, remaining at each post until the hazardous conditions of rising water and smoke forced evacuation.

☆

Ensign Allan Rothenburg, USNR, of Washington, D. C., for the success of the plane which he commanded in locating enemy Japanese forces some

560 miles from his base in the Battle of Midway, and, closing the range, boldly attacking the enemy with torpedo fire.

☆

Ensign Hunter Marshall, 3d, USNR, of Charlotte, N. C., who is listed as missing in action. Immediately following the torpedoing of a United States naval vessel on which he was commanding officer of the armed guard, Marshall's crew promptly manned their guns and, despite the hazards of further imminent torpedo attacks, remained at their battle stations until the forward part of the ship was awash and the order "Abandon ship" was given. Ensign Marshall was one of the last to leave the ship.

☆

Ensign Regis J. Schaefer, USNR, of Pittsburgh, Pa., commanding officer of the armed guard aboard a United States merchantman, for the action of the crew under his direction in opening fire on a low-flying bomber and helping drive it down to the sea in flames. Later, when another bomber peeled off in a forward dive along the axis of his ship, they blazed away until exploding bombs blew out a square of the hull plating, crashed her mainmast to port, and swamped starboard lifeboats which had been lowered to water level. Remaining aboard to supervise abandonment of the rapidly sinking vessel, Ensign Schaefer was one of the last men to go over the side.

☆

Ensign Floyd M. Symons, USN, of New Orleans, La., for assisting in the work of towing a submarine to safety and in clearing the docks of the Cavite Navy Yard of naval vessels and yard craft during a Japanese aerial attack on December 10, 1941, while attached to the U. S. S. *Pigeon*.

☆

Ensign Clarence S. Lagerlof, USNR, of Beverly Hills, Calif., commanding officer of an armed guard crew aboard a United States merchantman during the aerial torpedoing and sinking of that vessel by enemy forces. The gun crew opened up on a low-flying plane which had been crippled by previous fire and drove it down to sea. In the second raid a torpedo, released by a float bomber, left the ship shaken by violent explosions and enveloped in raging flames. When two of the life-

boats capsized, Ensign Lagerlof, along with others, dived over the side of the listing ship and remained afloat until picked up by another vessel.

☆

Ensign Frederick S. Fink, USNR, of Kenton, Ohio, for his direction of the armed guard crew aboard a United States merchant ship, of which he was officer in charge, during attacks on the vessel by enemy forces in alien waters. The crew maintained timely and effective fire against persistent raids upon the convoy by German aircraft surface units, and submarines; shot down one plane, and aided greatly in the disruption of enemy attacks.

☆

Gunner Ralph W. Cook, USN, of Jamestown, Tenn., for assisting in the work of towing a submarine to safety and in clearing the docks of the Cavite Navy Yard of naval vessels and yard craft while attached to the U. S. S. *Pigeon* during a Japanese aerial attack on December 10, 1941.

☆

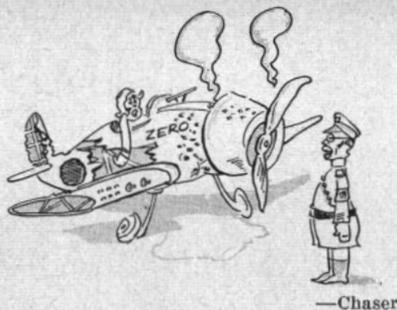
Machinist Paul R. Seifert, USN, of Bay City, Mich., for his conduct while in charge of engineering aboard the U. S. S. *Stewart* during action against enemy Japanese forces in Badoeng Strait on the night of February 19-20, 1942. When shell fire pierced the steam line from the ship's steering engine and feed water was being lost at a heavy rate, Machinist Seifert's skillful handling of the distillers, and fresh and feed water pumping, enabled the vessel to keep her station, although her bottoms were nearly dry when port was reached. Again, when shell explosion rendered the steering engine room open to the sea, he directed the shifting of oil forward and maintained drainage of that compartment so that the stern was kept up and the steering engine was not further damaged by sea water.

☆

For proceeding to the front lines on their own initiative and engaging the enemy in close combat after they were separated from their communication platoons, during a hostile attack in the Solomons on September 13-14, each being wounded in action:

Sgt. James Smith, USMC, of Cleveland, Ohio.

Corp. Morris E. Snyder, USMC, of Norwalk, Ky.



"Have you any enemy planes to report, Mitsui?"

Private (1st cl.) David P. Taber, USMC, of Oneida, N. Y.

Private (1st cl.) Hubert D. Milanowski, USMC, of Grand Rapids, Mich.

☆

For exposing themselves to hostile machine-gun, rifle, and grenade fire while caring for and evacuating the wounded to the rear during the attack on the Guadalcanal Airport on September 13-14:

Alfred W. Cleveland, PhM2c, USN, of Portsmouth, Mass.

Jay A. Brown, PhM1c, USN, of Cleveland, Ohio.

Griffin H. Kerper, PhM1c, USN, of Philadelphia, Pa.

John W. Fechter, CPhM, USN, of Lima, Ohio.

☆

Herman S. Johnson, S1c, USN, of Idaho Falls, Idaho, for performing all of his duties aboard the U. S. S. *Hammann* with ability and efficiency, after the vessel had been struck by enemy torpedoes and was sinking rapidly; he launched a life raft, provided life jackets, and assisted his shipmates over the side until the ship was completely submerged.

DISTINGUISHED FLYING CROSS

Lt. Comdr. Robert R. Johnson, USN, of Mill Valley, Calif., for leading his bombing squadron through a continuous barrage of antiaircraft fire in persistent bombing and strafing attacks against fleeing enemy forces in the Battle of Midway, obtaining a near-miss astern which damaged the steering gear of one of the enemy ships.

Lt. Ray Davis, USN, of Great Neck, Long Island, N. Y., for participating in persistent bombing and strafing attacks against fleeing enemy forces in the Battle of Midway, obtaining a near-miss on a light cruiser in the face of tremendous antiaircraft fire as pilot of a plane in a scouting squadron.

☆

The following pilots of fighter planes in the Battle of Midway for participating in persistent bombing and strafing attacks against fleeing enemy forces in the face of tremendous antiaircraft fire, which contributed greatly to the destruction of the enemy:

Lt. James E. Vose, Jr., USN, of Long Beach, Calif.

Lt. (jg) Frank E. Christofferson, USNR, of White Bear Lake, Minn.

☆

Lt. William H. Gibbs, USN, of Marysvale, Utah, for flying all-night aerial patrols in the Aleutian Islands campaign and facing tremendous antiaircraft fire in participating in bombing attacks on Japanese vessels in Kiska Harbor.

☆

Lt. Lawrence C. French, USN, of Norfolk, Va., for participating in persistent bombing and strafing attacks against fleeing enemy forces and pressing home his attack to within perilously short range of his objective, despite tremendous antiaircraft barrage in the Battle of Midway.

☆

Lt. Frank A. Patriarca, USN, of Imperial Beach, Calif., for delivering repeated devastating attacks against the Japanese invasion fleet in the Battle of Midway, tenaciously holding to his purpose in the face of violent enemy fighter opposition and against tremendous antiaircraft fire, thereby contributing decisively to the success of our forces in the battle. Lieutenant Patriarca previously received the Air Medal.

☆

Lt. Laurens A. Whitney, USNR, of Providence, R. I., for piloting a scouting plane in action in the Battle of Midway, maintaining calm and courageous conduct while persisting in bombing and strafing attacks in the face of tremendous antiaircraft fire.

Lt. Harvey P. Lanham, USN, of Temple City, Calif., section leader of a bombing squadron in the Battle of Midway, for pressing home his attacks against Japanese naval units in the face of an intense barrage of antiaircraft fire and while flying at a distance from his own forces which rendered his return unlikely because of probable fuel exhaustion.

☆

Lt. (jg) Thomas C. Provost, 3d, USNR, of Caldwell, N. J., for making a determined attack against enemy aircraft approaching the U. S. S. *Yorktown* and assisting in the destruction of at least one enemy plane, while engaged in combat patrol in the Battle of Midway. Later he delivered an effective strafing attack against two enemy heavy cruisers and two destroyers, inflicting heavy damage.

☆

Lt. (jg) George Formanek, USNR, of Chicago, Ill., for pressing home his bombing and strafing attack against fleeing enemy forces in the Battle of Midway to within a perilously short range of his objective, contributing materially to the success of our forces, as pilot of a fighter plane.

☆

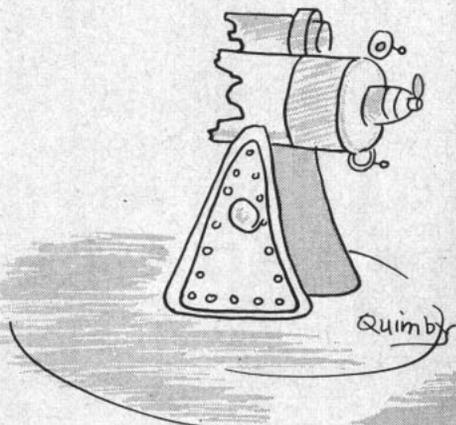
Lt. (jg) James P. O. Lyle, USNR, of Pittsburgh, Pa., for braving hostile antiaircraft fire and superior fighter opposition in order to locate, report, and successfully trace important naval units of the Japanese Fleet when it was certain that the enemy was attempting to withdraw from action during the Battle of Midway. He was a patrol-plane commander.

☆

Ensign James C. Boyden, USNR, of Colorado Springs, Colo., for successfully locating the Japanese invasion fleet at a distance of 560 miles from the base, thereby contributing materially to the success of our forces, as pilot of a patrol plane during the Battle of Midway.

☆

Ensign Philip F. Grant, USNR, of Cherry Field, Maine, who is listed as missing in action, for taking part in persistent bombing and strafing attacks against fleeing enemy forces as pilot of a plane of a bombing



—Cub's Tale.

squadron in the Battle of Midway, in the face of tremendous antiaircraft fire.

☆

Ensign Don T. Griswold, USNR, of Clarinda, Ia., posthumously, for pressing home his attack as pilot of a scouting plane against fleeing enemy forces in the Battle of Midway until shot down by a fierce barrage of antiaircraft fire.

☆

Ensign Clarence E. Vammen, Jr., USNR, of Aberdeen, Wash., who is listed as missing in action, for delivering repeated devastating attacks against the Japanese invasion fleet in the Battle of Midway, tenaciously holding to his purpose in the face of violent enemy fighter opposition and against tremendous antiaircraft fire as pilot of a scouting squadron.

☆

Ensign Wayne C. Presley, USNR, of Corning, Calif., pilot of a fighting squadron in the Battle of Midway. As one of an escort group assigned to cover the approach of our dive bombers, Ensign Presley maintained continuous fight for an hour over the Japanese invasion fleet, thereby insuring an unopposed approach for our attacking planes. Later, during this battle, while participating in combat patrol, he sighted an enemy

torpedo plane approaching the U. S. S. *Yorktown* and assisted in daring pursuit and eventual destruction of the enemy plane, which was shot down in flames.

☆

Ensign Everleigh D. Willems, USNR, of Rockville, Mo., for his courageous, skillful, and persistent reconnaissance flights as pilot of a scouting plane in action in the Coral Sea Battle, which contributed materially to the successful tracking of enemy forces and the maintenance of effective combat patrols by our forces in the face of heavy enemy opposition.

☆

Ensign Richard M. Howell, USNR, of Sonoma, Calif., received a Gold Star in lieu of a second DFC. He is listed as missing in action. During the Coral Sea Battle, while piloting a fighter plane, he zealously engaged enemy aircraft, thus contributing materially to the defense of our forces.

☆

Ensign Augustus Devoe, Jr., USNR, of Spotswood, N. J., for participating in persistent bombing and strafing attacks against fleeing enemy forces in the Battle of Midway, obtaining a damaging near-miss on a light cruiser in the face of tremendous antiaircraft fire, as he piloted a plane of a scouting squadron.

As pilots of scouting planes in the Battle of Midway, for participating in persistent bombing and strafing attacks against fleeing enemy forces, maintaining calm and courageous conduct while carrying on in the face of tremendous anti-aircraft fire:

Ensign Philip J. Rusk, USNR, of Cold Spring, N. Y.

Ensign Paul E. Tepas, USNR, of Portsmouth, Ohio.

Ensign Benjamin Tappan, USNR, of Baltimore, Md.

☆

Thomas E. Merritt, ACRM, USN, of Detroit, Mich., who participated in the Battle of Midway as gunner of a plane of a scouting squadron, for rendering valuable assistance to his pilot by detailing continuous specific and comprehensive information concerning the disposition and movements of enemy Japanese units, in the face of furious and repeated enemy attacks.

☆

Leo E. Perry, ACRM, USN, of Wolsey, S. Dak., and Benjamin R. Dodson, Jr., ARM3c, USN, of Durham, N. C., both reported missing in action, for assisting in repelling overwhelming fighter forces, thereby aiding their squadrons in pressing home attacks, as aerial gunners of torpedo planes in the Battle of Midway.

☆

William Burr Steinman, AMM1c, USN, of Oakland, Calif., for successfully defending his plane against fierce assaults by the skillful and timely firing of his free machine gun during an attack against a Japanese ship during the Battle of Midway.

☆

Clifton R. Bassett, AOM2c, USN, of San Diego, Calif., for disregarding the extreme danger from intense anti-aircraft fire and enemy fighter opposition, and, despite his wounded condition, continuing his machine-gun fire in defense of his plane during the Battle of Midway.

☆

Eugene K. Braun, ARM2c, USN, of North Platte, Nebr., gunner of a bombing squadron plane in the Battle of Midway, for succeeding in defending his plane against fierce assaults of Japanese fighters by the skillful and timely fire of his free

machine gun, after a safe pull-out from his dive, thereby aiding the pilot to escape.

☆

For disregarding the extreme danger from intense anti-aircraft fire and assisting in repelling overwhelming fighter forces with vigorous and heroic determination, thereby aiding their squadrons in pressing home the attack:

John Ralph Cole, ARM1c, USN, of La Grange, Ga., missing in action.

Harold C. Lundy, Jr., ARM1c, USN, of Lincoln, Nebr., missing in action.

Troy C. Barkley, ARM2c, USN, of Falkner, Miss., missing in action.

Raymond Joseph Darce, ARM3c, USNR, of New Orleans, La., missing in action.

Joseph Emile Mandeville, ARM3c, USN, of Manchester, N. H., missing in action.

Charles Lee Moore, ARM2c, USN, of Amherst, Tex., missing in action.

William Albert Phillips, ARM3c, USNR, of Olympia, Wash., missing in action.

☆

Jay D. Manning, AMM3c, of Marysville, Wash., posthumously, for effectively manning his machine gun in the face of a tremendous barrage of fire from numerous Japanese fighter planes and anti-aircraft batteries, in the initial attack upon an enemy aircraft carrier in the Battle of Midway, while serving as free machine gunner of a torpedo plane.

☆

Douglas M. Cossitt, ARM3c, USNR, of Oakland, Calif., who was wounded while pressing home an attack against concentrated anti-aircraft fire and violent fighter opposition in the Battle of Midway as gunner of a plane.

☆

Lloyd F. Childers, ARM3c, USN, of Oklahoma City, Okla., who participated in the Battle of Midway as gunner of a torpedo squadron, for disregarding the extreme danger from intense anti-aircraft fire and overwhelming fighter opposition as he vigorously repelled enemy air attacks until seriously wounded. Although no longer able to man his free machine gun, he continued to fire on attacking Japanese planes with his .45-caliber pistol.

NAVY AND MARINE CORPS MEDAL

Robert H. Bennett, ACMM, USN, of East Ocean View, Va., for performing exceptional feats in the leadership of his men and in the maintenance of facilities which, if impaired or suspended, would have seriously restricted the operations of aircraft during the Battle of Midway.

☆

Virgil L. Weeks, PhM1c, USN, of Athens, W. Va., posthumously, for distinguished heroism as Flight Deck First Aid Corpsman aboard the U. S. S. *Lexington* during the Coral Sea Battle. In the face of violent explosions, he remained at his battle station, rendering first aid to the wounded, assisting in removal of the injured to safety and helping exhausted men reach life rafts over the side. One of the last to abandon the stricken aircraft carrier, he, by his professional skill and tireless endurance, undoubtedly saved the lives of many who might otherwise have perished.

☆

Edward J. Stewart, SM2C, USN, of Waterloo, Iowa, for his action during the Battle of Midway. When an officer of the Marine Corps bailed out of his burning plane and parachuted to a lagoon, Stewart swam from his boat to a coral reef and, despite the breaking of high surf on its jagged peaks, succeeded in removing the burned and shocked man to a point of safety.

☆

Douglas M. Moore, Sk2c, USN, of Gantt, Ala., who was rendered unconscious by the blast of a tremendous internal explosion aboard the U. S. S. *Lexington* during the Battle of the Coral Sea, for returning to his station in the ammunition train and, despite dense smoke and stifling fumes, rescuing seven men who had been disabled by the same detonation.

☆

Walter S. Cochran, Jr., PhM2C, USN, of St. James, Mo., for faithfully and tirelessly administering to the wounded in an area frequented by violent explosions and fire aboard the U. S. S. *Lexington* during the Battle of the Coral Sea. When the area

became untenable, Cochran transferred the injured to a point of safety, then returned to make sure that all of the men had been evacuated. He undoubtedly saved the lives of many of his shipmates who might otherwise have perished.

☆

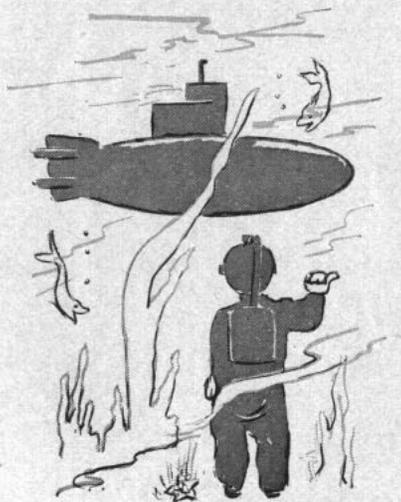
Paul Meuleveld, Sk3c, USN, of Sioux City, Iowa, for his action while aboard the U. S. S. *Lexington* during the Battle of the Coral Sea. Although suffering from severe shock as the result of a violent explosion which occurred in his compartment, Meuleveld rescued five disabled men who otherwise would have been trapped there.

☆

Elvin Bell, MA3c, USNR, of Jamaica, N. Y., who served aboard the U. S. S. *Lexington* during the Battle of Coral Sea, for voluntarily joining a repair party fighting fire in an area frequented by violent explosions of gasoline vapor and ammunition and, although emerging in an exhausted condition, unhesitatingly entered the most dangerous section of the stricken carrier and assisted in removing injured personnel who had been trapped below decks.

☆

Walter L. Stacy, Slc, USN, of Cherry Valley, Ark. While aboard the U. S. S. *Lexington* during the Battle of the Coral Sea, Stacy labored tirelessly to extinguish and prevent the spread of fires in an area frequented by violent explosions and to assist in the rescue of many men who had been trapped below deck.



—The Anchor.

AIR MEDAL

Lt. (jg) Albert K. Earnest, USNR, of Richmond, Va., who previously had been awarded the Navy Cross and a Gold Star—equivalent to two Navy Crosses—for heroism in the Battle of Midway, for participating in an assault against a hostile task force and contributing to the aggressive fighting spirit which enabled his group to score one certain hit and two estimated hits on a Japanese aircraft carrier.

☆

Lt. (jg) Norman F. Vandivier, USNR, of Franklin, Ind., who is listed as missing in action, for participating in the Marshall Islands attack February 1, 1942, and attacking enemy ships and shore installations in the face of heavy antiaircraft fire, scoring a near miss on a cargo vessel and a direct hit on a small barracks.

☆

Lt. (jg) August A. Barthes, USNR, of Biloxi, Miss., for skillfully effecting a precarious landing of his heavily loaded PBV plane during rescue operations after the Battle of Midway, following his rescue of two flyers who had been adrift in a rubber life raft for 5 days. Again, on June 12, he repeated this hazardous performance, picking up two other survivors and taking off from the surface of the sea under perilously difficult conditions.

☆

Kenneth C. Bunch, ARM1c, USN, of Hamilton, Iowa, posthumously, for meritorious achievement as radioman and free machine gunner in an airplane of a scouting squadron in the Battle of Midway. He participated in persistent bombing and strafing attacks against fleeing enemy forces and pressed home his attack with calm courage and vigorous determination, until shot down by a fierce barrage of antiaircraft fire.

☆

Milton W. Clark, AMM2c, USN, of Plainview, Tex., listed as missing in action, for his achievement as gunner of a scouting squadron plane in the Battle of Midway. He took part in persistent attacks against harassing

Japanese aircraft, at the same time keeping his pilot continuously informed, despite the distraction of antiaircraft barrage and enemy fighter opposition.

☆

Milo L. Kimberlin, AMM3c, USN, Spokane, Wash., for meritorious achievement while participating in an aerial flight as gunner of an airplane in a bombing squadron in action against enemy Japanese forces in the Battle of Midway.

PROMOTIONS

With Commendations

Maj. Gen. A. A. Vandegrift, USMC, commended the following marines and promoted them to the next highest rank for their action in the Solomons fighting:

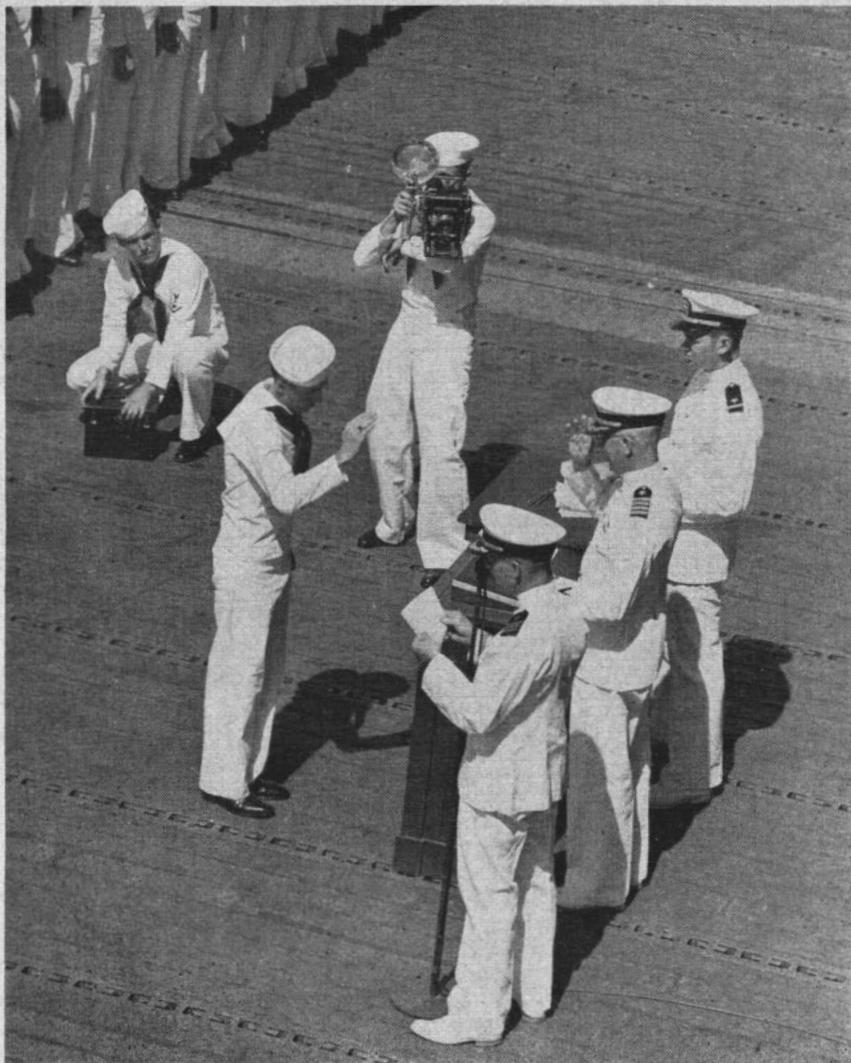
Master Gunnery Sgt. Marion R. LeNoir, USMC, of Sumter, S. C., who constantly and voluntarily exposed himself to enemy fire in directing the fire of his troops.

Gunnery Sgt. Chester C. Simning, USMC, of Bridge, Oreg., who displayed extraordinary leadership in the calm and decisive reorganization of his platoon under fire and in maneuvering it to the most strategic position, thereby overcoming several enemy positions.

Platoon Sgt. Carlo Tosches, USMC, of Milford, Mass., who distinguished himself by crawling, while under fire, to the aid of a wounded platoon mate and exercising forethought in the stopping of the flow of blood from his body until the arrival of a Hospital Corps man.

Platoon Sgt. Wilfred V. Michaud, USMC, of Portland, Maine; Corp. Robert G. Fuller, USMC, of Newburyport, Mass., and Corp. Irving Cleveland, USMC, of Frankford, N.Y., who charged an enemy emplacement and killed the eight occupants thereof by fire or bayonet.

Platoon Sgt. Joseph Sciarra, USMC, of Providence, R. I., who, while engaged in active operations against the enemy, hastily organized units that had become separated from their command in the darkness and led them with vigor and determination in the repulse of the hostile force.



—Official U. S. Navy Photograph.

Navy Photographer Is Cited for Outstanding Work

Commended for "gallant and cool performance of duty under fire in the Solomon Islands campaign in August 1942," Ralph E. Baker, San Pedro, Calif., was advanced from Photographer's Mate First Class to Chief Photographer's Mate and given a letter of commendation by Capt. O. B. Hardison. The excellent battle action films taken by Baker are of great tactical and historical value.

Sgt. Ralph W. Fordyce, USMC, of Conneaut Lake, Pa., who disarmed an enemy victim and used his weapon successfully in shooting and killing two more enemy. Afterward, he entered an enemy dugout alone and succeeded in killing five of the enemy within.

☆

Corp. Mack Powell, USMC, of Myakka City, Fla., who, during an enemy shelling of Henderson Field, Guadalcanal, drove his truck, heavily loaded with personnel, in the darkness, across the

field through severe shell fire to a place of safety, thereby removing many men from an area which was subsequently devastated.

☆

Corp. Ralph L. Tullock, USMCR, of Maryville, Tenn., who drove his ammunition truck over a mud-clad trail in the darkness and successfully delivered ammunition to defending forces, thereby averting a critical situation.

☆

Corp. Paul J. Bielec, Jr., USMC, of

Syracuse, N. Y., who drove an ambulance in an advanced combat area, twice entering the main lines of hostile fire and assisting in the successful evacuation of the wounded, thereby saving the lives of many of his comrades.

PROMOTIONS

Vardie Taylor, of Los Angeles, Calif., to the warrant rank of gunner, for his cool and studied action in getting ammunition out of magazines to forward gun groups, flooding the forward magazine group when the temperature approached the danger mark, and leading the magazine and handling crews to safety while a fire raged in the compartment above, during action with the Pacific Fleet. Another factor in his advancement was his conduct under fire during the Battle of Midway.

☆

William Henry Newman, USN, of Carbondale, Ill., to CGM, following a battle on May 8, 1942, while he was serving on the U. S. S. *Yorktown*. After a shot, a shell became seated in the gun of Newman's gun group. Newman trained and elevated the muzzle of the gun up to the edge of the flight deck and by means of a section handle was able to unseat and remove the projectile. He thereafter supervised the loading and remaining by hand of this gun, keeping it in operation. He also served in the Battle of Midway.

☆

Oliver James Cameron, USN, of Eatonville, Wash., to CEM, for his "excellent leadership, outstanding professional efficiency, loyalty, and fine spirit" demonstrated during the first war patrol of the ship to which he was attached.

☆

Obed Loyal Davis, USN, of Decatur, Ill., to CPhM, following "outstanding performance of duty" in action against the enemy during which, while under heavy gunfire, he administered valuable medical treatment to wounded and dying men and continued treatment until all wounded and dead had been removed from the field of battle.

Archibald Ira Koester, usn, of Renton, Wash., to CRM, following the first war patrol of the ship to which he was attached. The successful evasion of enemy antisubmarine vessels during depth-charge attacks against his ship was due largely to his coolness and efficiency.

☆

Raymond George Weitzel, usn, of Alta Vista, Iowa, to ACOM, for his actions during Japanese air attacks on Dutch Harbor, during which he continually armed and rearmed aircraft and manned an exposed machine gun.

☆

For the "fearlessness and high sense of duty" demonstrated during the attempted salvage of a self-scuttled German blockade runner, the following men to their present ratings:

Eugene Kenneth Laubach, CMM, usn, of Renton, Wash.

Elmer Hugo Schnaible, BM2c, usn, of Lodi, Calif.

Mike Wonner, QM1c, usn, of New Castle, Pa.

☆

Edgar Litchfield Oakley, usn, of Eugene, Oreg., to Bmstr., following action on May 8, 1942, while serving as a member of No. 1 dressing station party of the U. S. S. *Yorktown* and as senior stretcher-bearer of the carrier. During action, when Hospital Corps men were occupied with the care of injured personnel, Oakley personally supervised the removal of the dead to the after mess hall and later to the after partial deck. He also participated in the Battle of Midway.

☆

For "especially meritorious conduct in action on board an Allied vessel in entering an Allied port under heavy fire," the following men to their present ratings:

John Robert Holt, Jr., CMM, usn, of Norfolk, Va.

James Aubrey Aldridge, F1c, usnr, of Shreveport, La.

Francis Xavier Connors, PhM1c, usnr, of Philadelphia, Pa.

William Robert Darden, S1c, usnr, of Plymouth, N. C.

James Edward Doran, MM1c, usnr, of Pelham, N. Y.

Paul Lee Hedges, F1c, usn, of Cherry Hill, Va.

Russell Lumby, CMM, usn, of Clear Lake, Iowa.

Howard Franklin Magee, Jr., EM1c, usn, of Claremont, Va.

William Bryan Moore, Cox, usnr, of Fort Myers, Fla.

John Bernard O'Connor, F2c, usn, of Detroit, Mich.

Carl Edward Rowe, Cox, usnr, of Waukegan, Ill.

George Henry Sheley, CBM, usnr, of Peoria, Ill.

William Jess Stanfield, BM2c, usnr, of Dallas, Tex.

Charles Vincent Wilkinson, MM1c, usnr, of Norfolk, Va.

George Warren Wade, Jr., WT1c, usn, of Boone Mill, Va.

Frank L. Randall, Jr., F1c, usnr, of Sioux City, Iowa.

☆

Edmund Kenneth Tryba, usn, of St. Cloud, Minn., who served as gun captain during the Japanese attack on Dutch Harbor, to BM1c, because the heavy, accurate fire from his gun destroyed one of the enemy planes and prevented bombing and strafing attacks.

☆

Four of the crew of the U. S. S. *Yorktown*, for "coolness and attention to duty in checking gasoline lines and preparing the aviation gasoline sys-

tem for use after attack," which greatly contributed to the success of the air group of the carrier. The men and their new rates follow:

Charles Columbus Barr, ACMM, usn, of Chilhowie, Va.

Everett Taylor Eyman, AMM1c, usn, of Wilson, Kans.

Leroy Ardell Moon, AMM1c, usn, of University City, Mo.

Arthur Glen Jacobs, AMM2c, usn, of Mansfield, La.

☆

The following to their present ratings following outstanding performance of duty in connection with the handling, upkeep, and repair of the airplanes of the U. S. S. *Yorktown* air group, in preparation for and during the campaign of May 4-8, 1942, and in the Battle of Midway.

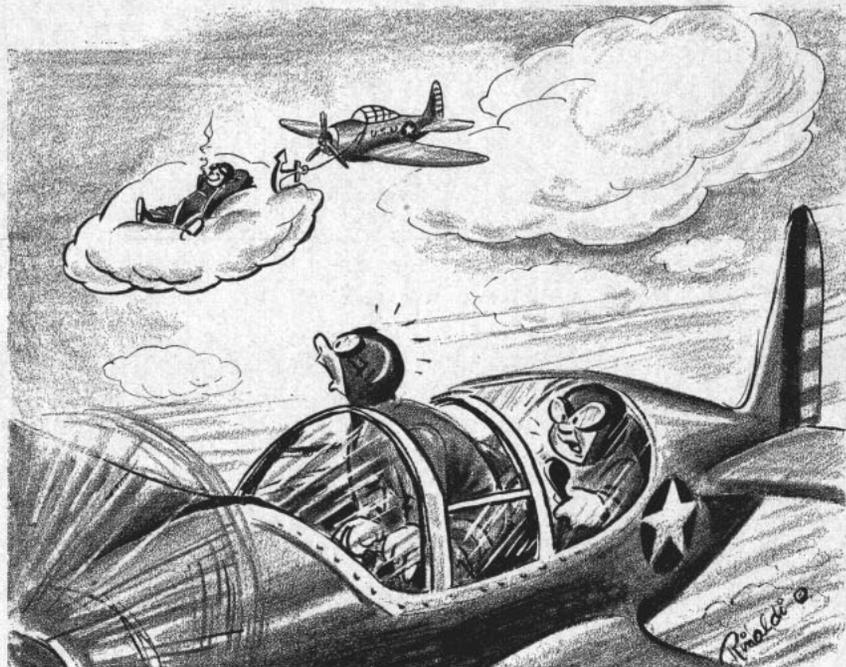
John Donnelly Booton, AM2c, usn, of Beardstown, Ill.

Anthony James Vanacore, AMM3c, usnr, of New Haven, Conn.

John William Mankedick, S1c, usn, of Ogema, Minn.

☆

Donald Thomas Jansen, usn, of West Allis, Wis., to RM3c for outstanding performance of duty in action against the enemy.



"There's that Peterson—goldbricking again!"

—The Hoist.

To the following ratings after demonstrating "courage, zeal, and willingness to meet the enemy in combat" throughout the Aleutian Islands campaign, the following men:

John Hal Morton, AMM2c, USN, of Arcadia, Fla.

Andrew R. Anderson, AMM1c, USNR, of Farmingdale, N. Y.

Edward Orson Anderson, Jr., RM1c, USN, of Grants Pass, Oreg.

George R. Atchinson, Jr., AMM1c, USN, of New Orleans, La.

William David Baker, Jr., ARM1c, USN, of Jackson, Miss.

Charles Frederick Ballinger, AMM1c, USN, of Marsing, Idaho.

Reid Leon Bronson, AMM2c, USN, of Alexandria, La.

Robert Richard Campbell, ARM1c, USN, of Ogden, Utah.

Paul I. Cleveland, ARM1c, USNR, of Somerville, Mass.

Walter D. Clifford, AMM2c, USN, of Burbank, S. Dak.

Gayle M. Corbett, ACRM, USN, of Inglewood, Calif.

Richard Edwin Dale, Jr., ARM1c, USNR, of Medford, Oreg.

Lawrence Lee Dow, ACRM, USN, of Lac Du Bonnet, Canada.

John M. Drabik, AMM2c, USNR, of Parma, Ohio.

Richard Homer Foster, AMM1c, USN, of Seattle, Wash.

Gerald G. Green, ARM1c, USN, of Hoquiam, Wash.

Lee Richard Grubic, AMM2c, USN, of Cedar Rapids, Iowa.

Bruce Stoddard Haight, ARM1c, USNR, of Wenatchee, Wash.

Thomas Albert Harvey, ACRM, USN, of New York City.

Edward Mogasar, RM2c, USN, of Kansas City, Kans.

☆

Orlin Thomas Greene, USN, of Wattertown, N. Y., who is listed as wounded in action, to PhM2c, for risking his life in an effort to render first aid to his commander, who had been wounded by enemy gunfire in action on August 7, 1942.

☆

Two petty officers, in charge of damage control parties aboard the U. S. S. *Yorktown* during the Battle of Midway and in the attempted salvage of the carrier, to these new rates:

Norris Keenon Hook, SF1c, USN, of New Brookland, S. C.

Paul Edward Vander, SF1c, USN, of San Diego, Calif.

Three pilots who showed "a fine example of zeal and conscientious effort to make their planes excel in combat and made repeated flights on tactical missions in extremely hazardous weather conditions," during the Aleutian Islands campaign, to the following ratings:

James Harvey Airheart, AP1c, USN, of Trinidad, Tex.

Richard Marvin Sute, AP2c, USN, of San Clemente, Calif.

Robert Walter Allen, AP1c, USN, of Long Beach, Calif.

The following men, who during the Aleutian Islands campaign demonstrated "courage, zeal, and willingness to meet the enemy in combat and participated in bombing attacks in the face of heavy antiaircraft fire," to their present ratings:

Warren Charles Underwood, AMM1c, USN, of Long Beach, Calif.

Joseph John Yakich, AMM1c, USN, of Ely, Minn.

Anthony Michael Alberti, AMM1c, USN, of Willow Grove, Pa.

Fred Forrest Ackerman, AOM2c, USN, of Snohomish, Wash.

Alan Sheldon Ainscough, AMM2c, USN, of Taunton, Mass.

Lewis Edward Ziesmer, AMM3c, USN, of Wyandotte, Mich.

Herschel Hoyt Young, AMM2c, USN, of Mangum, Okla.

James Carlyle Woods, ARM3c, USN, of Barnesboro, Pa.

Arthur Wyatt Woods, AMM3c, USN, of Conconully, Wash.

James Allan Wesley, RM3c, USN, of Seattle, Wash.

Andrew James Uram, AMM3c, USN, of Big Lake, Minn.

William Alfred Turner, RM3c, USN, of Bakersfield, Calif.

Edward Turek, AMM2c, USN, of New Haven, Conn.

Thaddeus Thearan Tull, ARM3c, USNR, of Omak, Wash.

Martin Vance Townsend, ARM2c, USN, of Darby, Mont.

Dorsey Foster Pribble, AMM3c, USN, of Wilsonburg, W. Va.

Alonzo Duvoix Alford, RM2c, USN, of Mount Hermon, La.

Homer LeRoy Allen, ARM2c, USN, of American Falls, Idaho.

☆

Robert Wilford Harned, USN, of Helena, Mont., to PhM1c, for his conduct and service aboard the U. S. S. *Yorktown* in and after battle on May 8, 1942, and as a member of the volunteer salvage crew on June 6, 1942.

Horace Laster Collier, USN, of Charleston, Ark., to BM2c, for outstanding performance of duty in connection with the handling, upkeep, and repair of airplanes of the U. S. S. *Yorktown* air group in preparation for and during the campaign of May 4-8, 1942, and as a member of the volunteer salvage crew on June 6, 1942.

☆

The following to their present ratings for exemplary conduct subsequent to an engagement between their ship and Japanese aircraft, which left their vessel in a sinking condition:

Harold Calvin Bagwell, M2c, USN, of Roebuck, S. C.

William David Boynton, S2c, USN, of Calexico, Calif.

Meredith Eugene Ebbert, S1c, USN, of Springfield, Oreg.

Charles Anthony Hagewood, S1c, USN, of San Antonio, Tex.

Patrick James Jackson, BM1c, USN, of Long Beach, Calif.

Robert Ledford, S1c, USN, of Farmington, N. Mex.

Nicholas Gaetano Marchese, SC1c, USN, of Brooklyn, N. Y.

Arthur Roger McPherson, S1c, USN, of Monroeville, Ohio.

Leopoldo Paloma, OS1c, USNR, of New Washington, Capiz, Philippine Islands.

Thomas Joseph Parker, BM1c, USN, of Pittsburgh, Pa.

Alex Pupkin, Y1c, USN, of Duarte, Calif.

Addison Franklin Smith, QM2c, USN, of Torrance, Calif.

Lorenzo Tyner, OC1c, USN, of San Diego, Calif.

James Marcus Weber, QM1c, USN, of Houston, Tex.

John Henry Worthman, Jr., MA3c, USN, of Corona, N. Y.

☆

Joe Waugh Abarr, USN, of Kensett, Iowa, to PhM1c; Charles William Edwards, USN, of Remington, Va., to CPhM; and Warren Heller, USNR, of New York, N. Y., to PhM1c, for outstanding performance of duty as Hospital Corps men on the U. S. S. *Yorktown* in the Coral Sea Battle and the Battle of Midway.

☆

William Carpenter, USN, of Parsons, Kans., to Ptr3c, for guiding two injured men to safety from a damaged compartment which was dark and filled with smoke, and returning to the compartment to fight fire and



—Terminal Topics.

"But Honey—that was no lady, that was my superior officer."

repair damage, despite the fact that he was severely burned, during action with the enemy on May 8, 1942, while serving in the Pacific Fleet.

☆

Joseph Pierce Lewis, USN, of Asheville, N. C., to BM2c, for outstanding performance of duty in connection with the handling, upkeep, and repair of airplanes of the U. S. S. *Yorktown* air group in preparation for and during the campaign of May 4-8, 1942.

☆

B. G. Fowler, USN, of San Francisco, Calif., to Cox, for refusing to leave his gun until a lull in the Japanese attack on Dutch Harbor, despite the fact that he was wounded, thereby setting an outstanding example for the remainder of the gun crew and his shipmates.

☆

Wilford Moore, USN, of Portsmouth, Ohio, to Cox, for refusing to leave his station as trainer of a gun on the U. S. S. *Yorktown* in action on May 8, 1942, despite the fact that he had been burned and knocked from his seat three times by the blast of an

adjacent gun. His participation in the Battle of Midway also was a factor in his advancement.

☆

For pulling an exhausted swimmer who had no life jacket clear of the ship and swimming with him to the nearest destroyer, where he was taken aboard, after the U. S. S. *Yorktown* had been abandoned: Austin Leroy Lee, USN of Purvis, Miss., to Cox.

☆

Aboard the U. S. S. *Yorktown* during the battle of May 8, 1942, the first shellman attempted to remove a shell from the loading tray. At the same instant, Charles Frank Vodicka, USN, of Omaha, Nebr., started to ram the load. The first shellman's hand was caught between the rammer spade and the shell. Vodicka retracted the spade instantly, preventing serious injury to the first shellman's hand and possible material damage to the gun. Vodicka, who was promoted to Cox, for this, also served in the Battle of Midway.

☆

Anthony Canzoneri, USNR, of Bessemer, Ala., to S1c, for standing stub-

bornly in the intense heat and heavy black smoke on the starboard signal searchlight platform of the U. S. S. *Yorktown* during the Battle of Midway and assisting in fighting the fire until it was completely out.

☆

Clyde Davis Upchurch, USN, of Bueis Creek, N. C., to SF1c, for outstanding conduct against the enemy as member of a damage control party of the U. S. S. *Yorktown* on May 8; for heroism and meritorious service as petty officer in charge of a damage control party on the same vessel during the Battle of Midway and in the attempted salvage of the carrier. He directed fire-fighting efforts which were largely responsible for the quick extinguishing of many fires started by explosion of enemy bombs.

☆

Raymond Arthur Rolf, USN, of New London, Conn., to S1c, for continuing to load both powder and shell, thereby maintaining an uninterrupted fire from No. 5 five-inch gun aboard the U. S. S. *Yorktown* during the May 8, 1942, battle, after the first shellman was injured and had to leave the platform and before the gun captain could reach the platform after having been knocked down by an explosion. Rolf, who was first powderman, also served in the Battle of Midway.

☆

David Owen Spears, USNR, of Richmond, Va., to S2c, and Theodore Bernhardt Nerby, USN, of Steele, N. Dak., to S1c, for displaying unusual coolness and presence of mind under fire and for being of invaluable assistance to the gunner's mate in repairing a serious casualty to the gun and thereafter rammng the loads by hand as a member of a gun crew of the U. S. S. *Yorktown* during the battle of May 8, 1942.

COMMENDATIONS

Capt. Willard A. Kitts 3d, USN, of Oswego, N. Y., for saving the life of Francisco Macaraeg, OS1c, when the cruiser *Northampton*, which he commanded, was sunk by enemy action north of Guadalcanal Island on the night of November 30-December 1. Captain Kitts, hearing the cries of Macaraeg who, unable to swim, was

clinging to the sinking ship, swam back and towed the helpless man 100 yards to a rescuing destroyer.

☆

Maj. Marion A. Fawcett, USMC, of Logansport, Ind., who served as executive officer of a battalion of Marines in the vicinity of the Tenaru River, Guadalcanal Island, for directing involved maneuvers with a timeliness and effectiveness which contributed in a large measure to the complete destruction of an enemy force.

☆

Lt. Comdr. Rudolph Paul Bielka, USN, of Tacoma, Wash., posthumously. He was first lieutenant and damage control officer of the U. S. S. *Utah*. For immediately going to his station when the first hit was felt on the ship at the time of the Japanese attack on Pearl Harbor, thereby losing his life in this endeavor to fulfill his duties.

☆

Lt. Comdr. Marvin M. Gould, USN, of Baldwin, Miss., for assuming charge and directing the work of naval medical personnel on the occasion of the fire in the Cocomanut Grove, Boston, Mass., on November 28, 1942, not only at the scene of the fire but also at hospitals and mortuary. Under his direction medical assistance was given to civilians and to members of all branches of the armed forces, with the result that pain and suffering were relieved quickly and effectively and the lives of many saved.

☆

Lt. Comdr. Denys W. Knoll, USN, of Washington, D. C., for his "skill, accuracy, and industry" in supplying weather information for the operational forces which made their landings on the North African coast on November 8, 1942. It was Lieutenant Commander Knoll's second commendation for service with the Weather Bureau.

☆

Lt. Edward A. Greey, USNR, of Yonkers, N. Y., for his outstanding service in the construction of a mobile hospital, despite the trying climate and attacks of tropical illness, and the fact that he was handicapped in many ways by lack of tools, equipment, and materials.

Lt. Martin M. Koivisto, USN, of Ishpeming, Mich., posthumously, for maneuvering the U. S. S. *Perry* in Manila Bay while serving as temporary commanding officer, in such manner that only slight damage was sustained by the ship during a sustained attack by five flights of enemy high-level bombers.

☆

Lt. Robert H. White, USN, of St. Johnsbury, Vt., and Lt. (jg) Charles H. Vale, USNR, of Kenosha, Wis., for excellent service rendered in assisting in the destruction of an enemy blockade runner.

☆

Lt. John E. Black, USN, of Jewett, Ohio, posthumously, for voluntarily going to the assistance of another officer in supporting a portable oxygen outfit as a brace to keep the heavy loosened deck gear from destroying the only available ladder of escape for men trapped in the starboard air-castle of the U. S. S. *Utah* during the Japanese attack on Pearl Harbor. In the face of imminent danger of the ship rolling over, he remained at the post until all men had made their escape.

☆

Lt. (jg) Granville C. Geisert, USNR, of Marshall, Ill., for leading the men of a merchant ship's Armed Guard crew, of which he was officer in charge, to combat the enemy which subjected the merchant ship to continuous submarine attack for several days; and for doing everything in his power to aid his men to rescue and safety when the ship was torpedoed and sunk.

☆

Lt. (jg) John McFadzean, USNR, of Evanston, Ill., officer in charge of an Armed Guard aboard a merchant ship, for leading his crew in throwing overboard the anti-aircraft ammunition magazines because of their proximity to a blaze started by a torpedo from an enemy submarine which struck the ship. When it became necessary to abandon ship he was the last man, except for the captain, to leave.

☆

Lt. (jg) Charles H. Reynolds, USNR, of South Bend, Ind., officer in charge of the armed guard crew on a merchant ship, for his skillful and courageous direction of the anti-aircraft fire during an enemy air attack

on his ship, which enabled his crew to damage at least two of the attacking planes and keep all of them at such distance that none of their torpedoes hit the ship.

☆

Lt. (jg) Stansel E. DeFoe, USNR, of Higginsville, Mo., officer in charge of the armed guard crew on board a United States merchantman, for his skillful direction of anti-aircraft fire which enabled the armed guard crew to shoot down one attacking plane.

☆

Lt. (jg) Wesley N. Miller, USNR, of Hermanville, Miss., for his direction of the armed guard crew of which he was officer in charge, enabling them to contribute to the destruction of at least three enemy aircraft which attacked their merchant ship.

☆

Ensign Kenneth W. Tipping, USNR, of New York City, officer in charge of an armed guard crew aboard a United States merchantman which was sunk by torpedoes launched by enemy planes, for his direction of anti-aircraft fire, resulting in shooting down one of the attacking planes, and of the escape of the entire ship's crew without injury.

☆

Ensign Howard E. Carraway, USNR, of Greenville, S. C., for leading the men of the armed guard crew aboard a merchant ship with vigor and success to attack the enemy during a voyage of almost 4 months' duration while the ship was under constant submarine and air attack.

☆

John Costello, chief torpedoman, USN (Ret.), of Bronx, New York, for saving the life of Donald Pierce MacKenzie, F1c, USN, of Lakeland, Fla., when the latter fell into the water between two piers in the early morning of November 3, 1942. Costello, despite the fact that he was 58 years of age, sprang from his bunk when he heard cries of "Man overboard," dashed across the pier runway, leaped down the stern of a moored warship, and plunged into the icy water to swim toward the drowning sailor. Costello held MacKenzie up until the latter could take hold of a preserver, after which he towed him some 60

feet to the pier and tied a bowline around his waist so that he could be raised to safety.

☆

James Webster Green, chief torpedoman, USN, of San Diego, Calif., for attempting to rescue a seaman who fell into the water while walking along a blackened out pier on the night of April 17, 1942. Green, on duty as petty officer of the watch of a vessel, heard the splash, leaped into the water between the dock and the ship and tried for 20 minutes to locate the seaman, although not a proficient swimmer himself.

☆

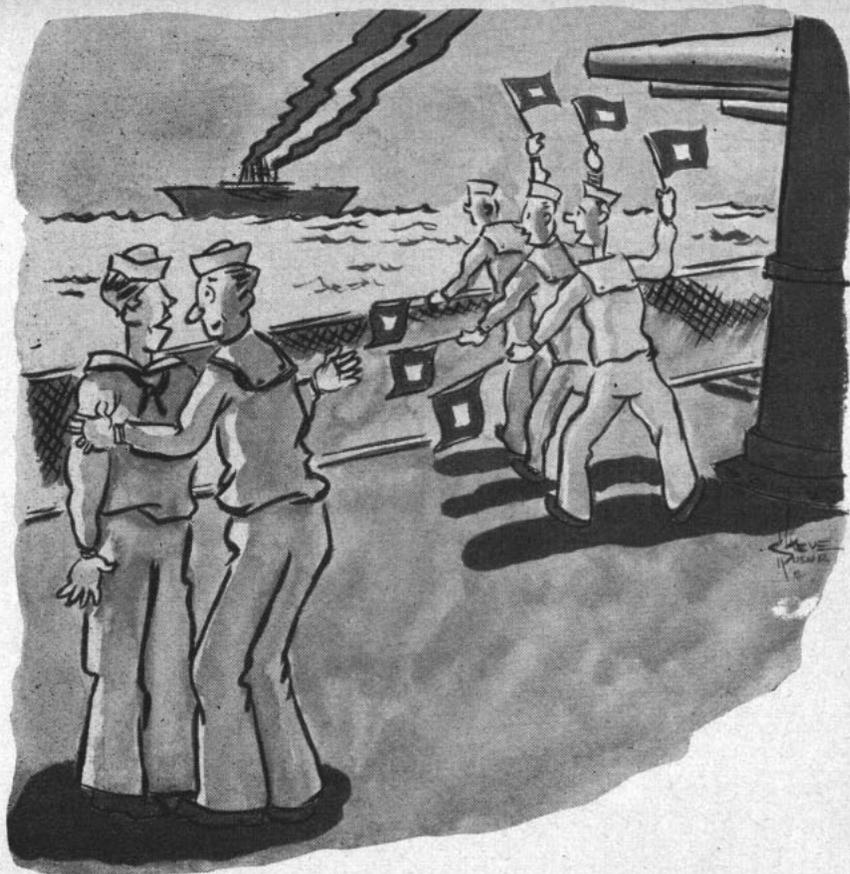
Machinist Cecil Ray Haycraft, USN, of Breckinridge County, Ky., for his conduct as captain of a patrol plane which was severely damaged by gunfire from surface vessels. For more than 2 hours, while the pilot endeavored to bring the plane to a place of safety, Haycraft rendered valuable assistance to the pilot and also administered to the needs of the injured crew members. When the plane made a precarious landing at sea 1 mile from shore, Haycraft assisted in loading provisions and shoving off the lifeboats. Afterward he aided the pilot in starting the engines and taxiing the plane to the beach.

☆

Anthony S. Zawadzki, CGM, USN, of Bethlehem, Pa., member of a mine disposal unit, for locating a floating mine which had been sunk by gunfire and was blocking a ship channel. Zawadzki submerged in paralyzingly cold water for 35 minutes in order to find the mine, then rendered it harmless and secured a line to the lifting tug so that the mine could be towed to sea for burial.

☆

Warren Earl Ward, GM1c, USN, of Lunenburg, Mass., for rescuing several men from drowning. During the landing of vital supplies for an Army post an engineer's skiff containing one officer and eight soldiers and sailors capsized amid tremendous breakers on a bar. Ward and a naval officer launched a rubber life raft from their ship, navigated an extremely difficult and hazardous passage through combers which threatened to swamp their



—The Guardsman.

"The Skipper's an old office manager. He wants carbon copies of all his correspondence!"

raft, until they reached the men clinging to the overturned boat. After several trips through the pounding surf Ward and the officer, with the assistance of a dinghy manned by a naval officer, succeeded in carrying all men safely to shore.

☆

Henry Herman Awana, WT1c, USNR, of Descanso, Calif., for saving a mother and her young daughter from drowning in Chesapeake Bay at Ocean View, Va., July 26, 1942. The woman and child were swept from a sand bar into deep water about 30 yards from shore. Without hesitation Awana dived into the bay, quickly reached the drowning couple, and prevented them from going under for the second time. The mother collapsed upon arriving in shallow water and Awana carried her onto the beach and skillfully administered artificial respiration for 10 minutes until she regained consciousness.

Vance W. Brazile, SF1c, USN, of Fort Smith, Ark.; Norris K. Hook, SF1c, USN, of New Brookland, S. C.; Clyde Davis Upchurch, SF1c, USN, of Bueis Creek N. C.; and Paul Edward Vander, SF1c, USN, of San Diego, Calif., for directing fire-fighting efforts which were largely responsible for the quick extinguishing of many fires started by explosion of enemy bombs on the U. S. S. *Yorktown* during the Battle of Midway. The men, volunteer members of a salvage party, entered holes cut through decks into rag stowage compartments in which fires had been burning for 2 days, and contributed greatly toward the complete extinguishing of the fire after about 6 hours work. (Hook, Upchurch, and Vander were also advanced in rating—see Promotions.)

☆

The following men, members of the armed guard crew of a United States

merchantman, for courageous conduct during aerial cannon and torpedo attacks upon that vessel by enemy German forces. German torpedo bombers, in the presence of considerable submarine activity, repeatedly and persistently bombed the convoy of which this ship was a member. When out of a flight of 30 attacking planes, 2 torpedo bombers singled out their ship for demolition and dived directly upon her, the crew opened up with a terrific hail of fire that sent both planes into flaming crashes. During the nerve-wracking days when their ship became separated from the convoy, the men of the armed guard crew met the bombs and raking fire of a Focke-Wulf raider with a withering barrage which tore two flaming holes in the fuselage, set the port inboard engine ablaze and brought the craft to its destruction in the sea. Through the skill and fighting spirit of the armed guard crew, the ship was able to reach port safely.

Arthur Leslie Adler, BM2c, USNR, of Queens, N. Y.

Clifford Edward Allen, S1c, USN, of Chicago, Ill.

Philip Henry Allen, S1c, USNR, reported missing in action, of Towanda, Pa.

Robert George Bailey, S1c, USNR, of Girard, Pa.

Robert William Ballman, S1c, USNR, of Cincinnati, Ohio.

William Parker Jackway, S1c, USN, reported missing in action, of Westfield, N. Y.

Elmer S. Miller, S1c, USNR, reported missing in action, of Liberty, Pa.

Samuel Monk, Jr., S1c, USN, of Avoca, Pa.

Francis Peter Perret, S1c, USN, of Los Angeles, Calif.

Edward Michael Whelen, S1c., USN, listed as missing in action, of Chicago, Ill.

Walter Ahramovich, S2c, USN, of Kankakee, Ill.

Chester Tomaselli, S2c, USN, listed as missing in action, of Chicago, Ill.

☆

Norbert Lewis Schwartz, BM2c, USNR, of Chicago, Ill., for not only preserving the health and unity of his own men but also, unaided, administering to the needs of the merchant crew during 7 days in a lifeboat on frigid waters after a merchantman on which Schwartz was petty officer in charge of the Naval

Armed Guard crew had been sunk by enemy aerial bombing in the North Atlantic. After the survivors reached shore, Schwartz continued to concern himself with the welfare of the ship's crew and was of immeasurable assistance to British and American officials.

☆

Joseph Lawrence Lord, RT2c, USNR, of Watertown, Mass., for participating in rescue work during the fire at the Coconut Grove in Boston, Mass., November 28, 1942. Upon arriving at the fire, Lord immediately volunteered to aid in the evacuation of bodies from the burning structure and entered the building through a window. Unaided, he effected the rescue of several persons who were badly burned or overcome by smoke. As the rescue work progressed, Lord rendered valuable assistance to many of the firemen working in the building. Although nearly exhausted and chilled from wet clothing, Lord continued his heroic efforts until most of the bodies had been removed.

☆

The following men, members of an armed guard crew aboard a merchant ship forming part of a convoy sailing for an allied port through northern waters where weather conditions made convoy operations exceedingly difficult; visibility was poor, and ice flows were encountered, for successfully driving off numerous attacks by German torpedo bombers and enabling the ship to make port with a valuable cargo of military supplies:

Julian Herbert Hamrick, RM2c, USN, of Miami, Fla.

Clayton Wayne Koonce, SM2c, USNR, of Spartanburg, S. C.

William Ernest Landolfi, GM3c, USNR, of Bronx, N. Y.

Frederick Lee Vessel, COX, USNR, of Maquoketa, Iowa.

Carlton Elbert Caruthers, S1c, USNR, of Tampa, Fla.

Robert Bruce Dick, S1c, USNR, of Williamstown, W. Va.

John M. Dilleshaw, S1c, USNR, of Atlanta, Ga.

Bert Dees, S2c, USNR, Williston, Fla.

☆

Jefferson Parkhill Groom, SK3c, USNR, and Harry Alexander Merrill, SK3c, USNR, both of Jacksonville, Fla., for saving the life of a shipmate when his clothing became enveloped in flames which started when he struck

a match in a room where gasoline had been accidentally spilled and the fumes had saturated his clothing. Groom and Merrill wrapped the man in a tarpaulin and carried him outside, where they extinguished the flames.

☆

Sixteen members of an armed guard crew on a merchant ship for braving intense heat and manning their stations to dispose of the magazines which were in danger of exploding due to the proximity of a blaze set off when the vessel was torpedoed by an enemy submarine without warning:

James A. Cosby, GM3c, USN, of Johnson, S. C.

Charles Hodges, GM3c, USN, of Erwin, N. C.

Grady Earl Scarbrough, GM3c, USNR, of Albertville, Ala.

Jesse John Cruthirds, Jr., SM3c, USNR, of Mobile, Ala.

Erven P. Mengelt, BM2c, USN, of Minneapolis, Minn.

Leon W. Stentstrom, BM2c, USNR, of Zellwood, Fla.

Charles B. Wiseman, COX, USNR, of Kannapolis, N. C.

Harry Dean Senner, S2c, USNR, of Tampa, Fla.

Earle Carl Smith, Jr., S2c, USNR, of Jacksonville, Fla.

Otis Taylor Speir, Jr., S2c, USNR, of Jacksonville, Fla.

Richard W. Summerall, S2c, USNR, Fort Myers, Fla.

Henry T. Gibson, S1c, USN, of Evans, Ga.

William E. Shelton, S1c, USNR, of Leesburg, Fla.

Alfie L. Smith, S1c, USNR, of Wayne, W. Va.

Francis E. Stevens, S1c, USNR, Ona, W. Va.

Leland C. Werts, S1c, USNR, Prosperity, S. C.

☆

The following men, members of the armed guard on a merchant ship, for being instantly at their guns, directing a tremendous barrage of accurate fire at a submarine which had torpedoed their ship without warning, and for being the last men to leave the ship, abandoning it only when the bridge and decks were awash:

William Arthur Carlson, F2c, USNR, of Duluth, Minn.

George Francis Lambert, GM2c, USNR, of Clifton, N. Y., who previously had been awarded the Silver Star Medal for heroic conduct as a member of an armed guard crew of a merchant vessel when that ship was torpedoed by the enemy.

Bert Paul Emery, S1c, USNR, of Bridgeport, Conn., who had been previously commended for heroic conduct as a member of an armed guard crew of a merchant vessel when that ship was torpedoed by the enemy.

John Adam McInnis, S1c, USNR, of Duluth, Minn., posthumously.

Charles Joel Vaughan, S1c, USN, of Fort Amanda, Ohio.

Virgil V. Wilson, S2c, USN, of Chicago, Ill.

☆

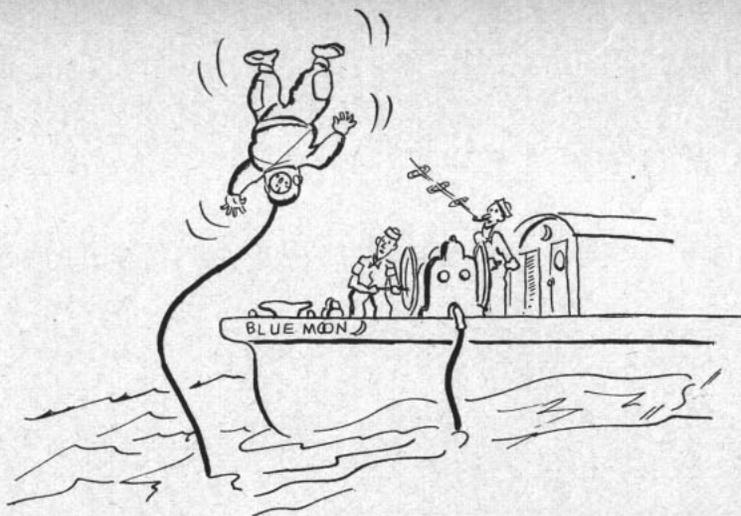
Charles W. Schultz, RM3c, USNR, of Junction City, Kans., for his conduct in staying aboard and sending a distress message when the merchant ship of which he was a member of the communication group had been damaged by a torpedo explosion and the captain had given orders to abandon ship.

☆

Donald H. Eaton, BM2c, USNR, of Meridan, Ohio, for outstanding performance of duty as petty officer in charge of the armed guard crew of a ship during and subsequent to the sinking of that vessel by enemy action. Eaton refused to leave his gun even to rest, and because of this was able, within the few remaining seconds after his watch had sighted a torpedo racing directly toward the ship, to summon all hands to general quarters. He was already in the process of loading his gun when the explosion threw him upon the deck with a loaded shell in his arms. When he arose to fire again, an explosion hurled him from the gun deck and he gave the order to abandon ship only after water was rapidly rising over the gunwales. Having assisted in saving all his men, he was rescued from a life raft by a merchant ship of England, and immediately offered his aid to the British gun crew. During the sinking of that vessel, he manned the telephone as well as an anti-aircraft gun until driven away by burning powder and gas. He was rescued from an overcrowded lifeboat on the open seas.

☆

The following men, members of the armed guard crew aboard a United



—Sweepings.

"Maybe we're pumpin' too hard, Gus..."

States merchantman during and subsequent to her engagements with the enemy, for repeatedly driving off enemy reconnaissance, torpedo, and bombing planes while the ship was proceeding through dangerous waters infested with considerable submarine activity, by alert, accurate, and timely fire; for displaying great coolness, courage, and efficiency in the execution of their military duties during the extremely trying period when the ship had become separated from her convoy and on the occasions when she was struck by an iceberg, went aground on a hidden reef, and took in water after a collision with another vessel:

Stanley Waluski RM2c, USNR, of Pittsburgh, Pa.

Wayne Baker, BM2c, USN, of Star, Tex.

Francis Herman Brummer, SM2c, USN, of Woodbine, Iowa.

Earl Harrison Grimm, GM2c, USNR, of Columbus Junction, Louisa County, Iowa.

Johnny Frank Wooten, S1c, USN, of Atlanta, Ga.

Robert Lee Wilkerson, S1c, USNR, of Bamberg, S. C.

Lawrence Green Wilder, S1c, USN, of Zebulon, N. C.

Herbert Arnold Peterson, S1c, USNR, St. Paul, Minn.

John Laurie Stoudamire, S1c, USNR, of Columbia, S. C.

David Daniel Bozard, Jr., S1c, USN, of Orangeburg, S. C.

Joseph Girolamo Lanzillo, S1c, USN, of Miami, Fla.

The following men, members of an armed guard crew of a merchant ship during and subsequent to enemy attacks which sank the vessel, for point-blank fire which caused the leading plane of a flight of nine German aircraft to burst into flames and crash into the sea, and for continuing to man the guns after the ship became separated from the escorting ships and was subject to a hail of bombs and strafing fire, until the explosions knocked out the steering gear, opened the plates, and let in the sea:

James Nathan Guyton, Jr., SM2c, USNR, of Council, N. C.

Robert Glenn Henderson, RM2c, USNR, of Frankfort, Ind.

George Clifford Cooper, GM3c, USN, of Staley, N. C.

Alfred DeLloyd Friday, GM3c, USNR, of West Point, Miss.

Emmett Dotson Anderson, Jr., S1c, USN, of Rock Hill, S. C.

Paul Oscar Lessard, S1c, USNR, of Fall River, Mass.

Arthur McDonald, Jr., S1c, USNR, of Portsmouth, R. I.

William Thomas Harkins, S2c, USNR, of Gloucester, N. J.

☆

The following men, members of an armed guard crew on a merchant vessel, for their timely and accurate gunfire which forced a fleet of 7 German planes to veer out of range; on another occasion for causing 2 planes of a flight of 14 to burst into fire and crash into the sea, with their withering gunfire. Two days later the ship

was struck by two torpedoes and the crew was rescued from lifeboats:

Harry Jones, Jr., Cox, USNR, of Jonesboro, Ind.

Thomas Nightingale, Cox, USNR, of Berlin, Pa.

John Jacob Ours, Cox, USNR, of Long, Md.

James William Pernel, Cox, USNR, of Quincy, W. Va.

John Wallace McDole, RM3c, USNR, of Flint, Mich.

Luther William Perdue, GM3c, USNR, of Vincent, Ohio.

Percy Leon Spann, SM3c, USNR, of Georgiana, Ala.

Milton Parker, S1c, USNR, of Baltimore, Md.

Willie H. Phillips, S1c, USNR, of Gaffney, S. C.

☆

For their conduct as members of the armed guard on a United States merchant vessel which was under fire, the following men:

Manuel Francis Viegas, BM2c, USNR, of Provincetown, Mass.

Robert Crumley Hillman, Cox, USNR, of Appalachia, Va.

Robert Norris Schappacher, RM3c, USN, of Cincinnati, Ohio.

Joseph James Nelson, S1c, USNR, of Jersey City, N. J.

Hubert Branch Tucker, S1c, USNR, of Valdosta, Ga.

Armond James Baroski, S2c, USNR, of Houston, Tex.

Clifton A. Bohall, S2c, USNR, of Roxton, Tex.

Harold Ronald Bonar, S2c, USNR, of Seminole, Okla.

William Dudley Gattis, S2c, USN, of Bennetsville, S. C.

Mario Piemontese, S2c, USNR, of Leominster, Mass.

Charles Leroy Pine, S2c, USN, of Marion, Ohio.

Philip Plavin, S2c, USNR, of New York City, N. Y.

Elvis Howard Webster, Jr., S2c, USNR, of Bowling Green, Ky.

☆

Henry Austin Kleinmeier, Cox, USNR, of Jackson Heights, N. Y., posthumously, for his actions as a member of an armed guard crew aboard a merchant ship when it was torpedoed by the enemy without warning. Members of the armed guard were on the alert and directed a tremendous barrage of fire at the submarine. They were the last to leave the ship and abandoned it only when the bridge and the decks were awash.

The following members of an armed guard crew for driving off seven assaults by German planes on the merchant ship on which they were serving, resulting in the damage of every one of the 30 craft and limiting the ship to minor damage:

Raymond Darrell Gaines, S1c, USNR, of Salem, W. Va.

Paul William Meyer, S1c, USNR, of Castalia, O.

Henry Wallace Murphy, S1c, USNR, of Hialeah, Fla.

Harold Clarence Perkins, S1c, USNR, of Newberry, S. C.

Anthony Pulitano, S1c, USNR, of Glen Cove, N. Y.

William Lawton Folk, Jr., S2c, USNR, Branchville, S. C.

Warren Norwood Glenn, Jr., S2c, USNR, of Richmond, Va.

Arthur Roosevelt Mathias, Jr., S2c, USNR, of Wichita, Kan.

Charles Marshall Maxwell, S2c, USNR, of Childress, Tex.

Jack Fulton McAuley, S2c, USNR, of Chicago, Ill.

Donald Robert McKinney, S2c, USNR, of Lafayette, Ind.

John Patrick McSparron, S2c, USNR, of Philadelphia, Pa.

William Bell Menzies, S2c, USN, of Detroit, Mich.

Andrew Peter Miller, S2c, USNR, of Alton, Ia.

George Miller, S2c, USNR, of Muskegon Heights, Mich.

William Lawrence Miller, S2c, USNR, of Batavia, Ill.

Rudolph Joseph Monica, S2c, USNR, of Bronx, N. Y.

Joseph Francis Murray, S2c, USN, of New York, N. Y.

Carl Edward Roeglin, S2c, USNR, of Hansha, Minn.

Claude Leon Schexnayder, S2c, USNR, of Lions, La.

Robert Scott, S2c, USNR, of Van Wert, O.

Richard Louis Shelton, S2c, USN, of Bivins, Tex.

☆

W. D. Boyett, S2c, USNR, of Bessemer, Ala., who is listed as missing in action, for his courageous devotion to duty as signalman of the armed guard crew aboard a United States merchantman when that ship was torpedoed and sunk without warning. Boyett, in order to reach his battle station on the bridge with the captain, ran through a mass of flames hurled across the entire midships portion of the vessel by an exploding torpedo.

U. S. Fighting Man

*I'm a graduate of West Point, and I came up from the ranks;
And I've never had a dollar, and I own a dozen banks.
I'm a corporal, lieutenant, sergeant, major, brigadier,
I'm an ensign, captain, private, pilot, gunner, bombardier.
I'm a boilermaker's helper; I was fullback for the Bears;
I'm an auction bridge instructor, and I worked a farm on shares;
An Annapolis Midshipman, by the Severn I was taught;
And I got my wings at Randolph, and I learned to fly at Scott;
I'm a fellow at old Harvard; and I never went to school;
I'm a fine white-collar worker; and I used to skin a mule.
I'm a seven-hitch Coast Guardsman, and a boot-camp-fresh Marine;
I'm a grocery clerk from Brooklyn, and a logger from Racine.
I'm a salesman from Milwaukee, and a butcher from St. Jo';
I'm a bartender from Reno, and a pug from Kokomo.
I'm a transient cotton-picker; I'm an engineer from 'Tech;
I'm a French-Italian-English-Irish-Swedish-Polish-Czech.
I'm a Mormon, Catholic, Buddhist, Presbyterian, Methodist;
I'm a Lutheran, Judaic, Baptist, Christian Scientist.
I'm a ring-tailed catawampus when it's time to start a scrap.
I'm a walking, talking nightmare to a Nazi or a Jap.
I'm ten thousand different fellows, multiplied a thousand times;
And you'll find me at the moment in a dozen different climes.
I'm the roughest, toughest hombre since the day that time began;
I am youth; I'm strength; I'm manhood; I'm the U. S. fighting man.*

—Army and Navy Football Program.

The following men for "devotion to duty and courage" displayed when a submarine torpedoed and sank a United States merchant ship on which they were serving as a gun crew:

James Edward Dawson, Cox, USNR, of Bridgeport, Conn.

Charles F. Zeltman, Cox, USNR, of Brooklyn, N. Y.

William E. Cook, S1c, USNR, of Montague, Mich.

Charles Coogan, S1c, USNR, of Albany, N. Y.

Alfred Ray Haynes, Jr., S1c, USNR, of Statesville, N. C.

William A. Krupp, S1c, USNR, of Washington, D. C.

Herbert W. Lawson, S1c, USNR, of Thompson Town, W. Va.

Harold Eugene Lundblom, S1c, USNR, of Miami, Fla.

Charles Hastings Slatten, S1c, USNR, of East Flat Rock, N. C.

Manuel Richard Sullivan, Jr., S1c, USNR, of Goose Creek, Tex.

Theodore M. Treglown, S1c, USNR, of Rockford, Ill.

Maurice H. Vanderwyst, S1c, USNR, of Unity, Wis.

Leo Vincent Zeroz, S1c, USNR, of Kenosha, Wis.

James P. Connors, S2c, USN, of Auxier, Ky.

George Hanus, S2c, USNR, of Chicago, Ill.

Dallas W. Liller, S2c, USNR, of Monongalia, W. Va.

Dale A. Swanson, S2c, USNR, of Chisholm, Minn.

Marvin V. Swanson, S2c, USNR, of Red Wing, Minn.

Albert Rene Vercnocke, S2c, USNR, listed as missing in action, of Detroit, Mich.

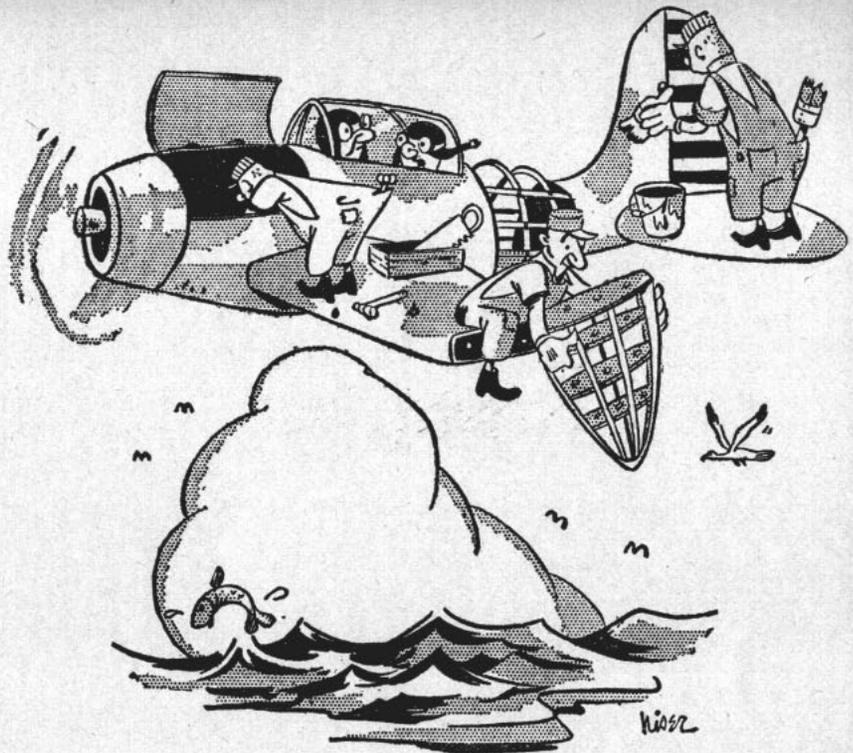
Edward Francis Zebrowski, S2c, USNR, listed as missing in action, of Chicago, Ill.

Thomas P. Fennessy, AS, USNR, listed as missing in action, of Chicago, Ill.

Harold William Traxler, AS, USN, listed as missing in action, of St. Louis, Mo.

☆

Paul Neil Webb, S1c, USN, of Millville, W. Va., member of the gun crew on a merchant ship during an attack by enemy aircraft, for continuing to fire until the ammunition box was empty, although a torpedo could be seen heading directly amidships. While he was attempting to reload, the torpedo struck, blowing him out of the gun shield against the stack. While acting as a gun loader



—Great Lakes Bulletin.

"Don't you think the Navy sometimes carries this 'speed the goods to our Allies' thing a little too far?"

on the rescue ship, he conducted himself meritoriously during a 6-hour dive-bombing attack.

☆

The following men, members of an armed guard crew on a United States merchant ship which was sunk by German forces, for opening up a withering fire, scoring hits on several planes and setting the port motor of one plane afire; for carrying out the order to abandon the rapidly sinking ship, under most difficult conditions with maximum coolness and efficiency:

Leonard Durewood Horton, S1c, USNR, of Carlsbad, N. Mex.

Ernest Edwin Grandey, Jr., S2c, USNR, of McMinnville, Tenn.

Oswald Irvin Cassidy, S2c, USNR, of Mandan, N. Dak.

Leland Hall, S2c, USNR, of Elbowoods, N. Dak.

Charles Clayton Harris, S2c, USN, of Sturgeon, Mo.

Lewis William Kroeger, S2c, USNR, of Bird Island, Minn.

Andrew Oliver Mathson, S2c, USNR, of Halliday, N. Dak.

Raymond Peter Peer, S2c, USN, of Green Bay, Wis.

Albert Oney Yingling, S2c, USN, of Muncie, Ind.

The following men, members of the armed guard crew of a United States merchant ship, when that vessel was torpedoed by an enemy submarine, for going into action 4 seconds after the first explosion and remaining at their stations until ordered to abandon ship:

Robert Marhold, BM2c, USNR, of Hayward, Calif.

Clyde Donald Baldwin, Cox, USNR, of El Paso, Tex.

William Russell Perryman, Cox, USNR, of Anniston, Ala.

Freddie Leon Phillips, Cox, USNR, of West Point, Troup County, Ga.

Henry Clay Stevens, Cox, USNR, of Clarksville, Fla.

John Stanley Spokas, S1c, USNR, of Tacoma, Wash.

Lloyd Allen Stanley, S1c, USN, of Oregon City, Oreg.

Frank Charles Stetz, S1c, USNR, of Sheridan, Wyo.

Arlie Ray Shaw, S1c, USNR, of Salem, Oreg.

John Sommerfield Swoape, S1c, USNR, of Redding, Calif.

John Thomas Kessinger, Jr., S2c, USNR, of Kansas City, Mo.

Edgar Verl Pickern, S2c, USNR, of Atmore, Ala.

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Commissioning of Enlisted Men

Under Alnav 265, December 8, 1942, commanding officers may recommend enlisted men in the Naval Reserve for temporary appointment to commissioned or warrant grades. The deadline for these recommendations is April 1, 1943. A similar Alnav, 254, December 4, 1942, provided for the recommendation of enlisted men in the Regular Navy for temporary appointment to commissioned and warrant grades. The deadline for recommendations under Alnav 254 was March 1. Only enlisted men in the Naval Reserve are eligible for recommendation for temporary appointment to commissioned or warrant grades in the Naval Reserve. Similarly, only enlisted men in the Regular Navy are eligible for temporary appointment to commissioned or warrant grades in the Regular Navy.

Importance of Obtaining A Good Discharge

THE OCTOBER issue of the INFORMATION BULLETIN contained an article describing the various types of discharges and directing attention to the stigma of a discharge under other than strictly honorable conditions. The stigma attached to a service record requiring a bad discharge and the contrasting value of the service record justifying an "Honorable Discharge" represent extremes that warrant serious consideration.

Every opportunity should be used to encourage men to keep their service records clear, thus making themselves eligible for the rewards that follow. It is a human desire to prove worthy of the expectations of one's family, officers, and fellow men, and the importance of this appeal should not be overlooked. Many men committing acts necessitating general courts martial trial have not weighed for themselves the eventual results of the punishment on their own lives or the effect on their family.

Among offenses most frequently requiring trial by general courts martial, confinement, and a bad discharge are "absence over leave" and "absence without leave." Punishment for these

The BULLETIN BOARD provides a place where attention can be focused on matters of particular interest and importance to Naval personnel. While publication in the INFORMATION BULLETIN does not constitute a directive, special attention is invited to the material appearing here.

and other general courts-martial offenses does not end when the convicted man comes out of prison. Where such confinement is followed by a bad conduct or dishonorable discharge, the man so discharged should not delude himself by thinking his punishment has ended and that he still has a competitive opportunity in civil life equal to others of similar age, education, and training. The commercial and business world generally has learned from years of experience that an honorable discharge and the good service record it evidences is a recommendation on which it may rely. The business world has also learned that if the United States Navy has evidenced, by any form of unsatisfactory discharge, inability to utilize the man's services and abilities, employment of such an individual in private enterprise involves risks which are not desirable. There are few openings in civil life for the man who has violated his obligation to his country at war by acts necessitating imprisonment and a disciplinary discharge. The confinement imposed by the court may be measured in months and years—but the stigma remains. No matter how clever the attempt, the record cannot be concealed for any length of time.

Since few crimes are more serious than desertion in time of war, men should not be permitted to lose sight of the consequences of desertion. The law provides that every person who deserts from naval service in time of war, and is convicted of desertion, is not only deemed to have voluntarily relinquished and forfeited his Federal citizenship rights but is also forever incapable of holding any office of trust or profit in the United States, or of exercising any rights of a citizen thereof. Such men cannot be reen-

listed in the naval service. Even a Presidential pardon does not remove the disqualification.

Divulging of Locations of Ships in Hotel Registers

It has come to the attention of the Bureau that there is a growing tendency on the part of the Naval Personnel to indicate the names and locations of ships when registering at hotels. This practice violates security and should be carefully guarded against. An explanation to the clerk when registering that an address which concerns a ship cannot be divulged normally will be sufficient. In no case, however, should the information be given, even if this means going to another hotel instead.

A proper way of registering would be: *Joe Gish, S2c, U. S. Navy.*

Another way would be: *Joe Gish, S2c, Cedar Falls, Iowa, the name and home town of the registrant.*

Security of Transportation Papers

It has come to the attention of the Bureau of Naval Personnel that members of the naval service frequently hand over to railroad ticket agents not only their requests for transportation but the entire file of papers given them under seal.

The agent, if interested, could easily pick up from the man's orders information as to troop movements of which unfortunate use could be made.

The practice, the Bureau learned, has not been limited to enlisted men nor to junior officers. Neither has it been restricted to men of the Navy but has been indulged in by personnel of the Army and Marine Corps also.

Properly, only the requests for transportation should be given ticket agents.

Submarine Duty Requests

Numerous requests for submarine duty have been received in the Bureau without statements as to physical qualifications. Each application should be accompanied by an endorsement by a medical officer to the effect

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that the applicant is physically qualified for submarine duty in accordance with article 1535, Bureau of Medicine and Surgery Manual.

Promotions: How Recommendations May Be Considered

NUMEROUS letters have been received in the Bureau of Naval Personnel bearing reference to Alnavs 254 and 265 and improperly recommending the temporary promotion of officers who are not eligible for consideration under the cited Alnavs.

Attention of all commanding officers is invited to the fact that these Alnavs request recommendations only on qualified personnel *currently serving as commissioned warrant and warrant officers and chief and first-class petty officers.*

Promotion of officers now serving in ranks higher than the above mentioned will not be considered under these Alnavs except as noted below.

Enlisted men and warrant officers now serving in the temporary rank of *ensign or above* are ordinarily eligible for advancement to the general line of en-bloc promotion applicable at present to these ranks.

Recommendations for special out-of-line promotion, which are dictated by a specific and immediate need of the service, will continue to be considered under the provisions of paragraph A-4 of the Regulations for the Administration of Public Law No. 188, Seventy-seventh Congress. Such recommendations, however, should bear reference to this paragraph and must not bear reference to Alnavs 254 or 265.

Permanent commissioned warrant officers and below who hold temporary appointments effective only while filling a specific billet (spot appointments) will be considered by the Board for straight temporary appointments along with personnel recommended under the cited Alnavs without specific recommendation from their commanding officers. In the interest of reduction of paper work, statements from commanding officers in the case of such personnel are not

desired unless in the opinion of the commanding officer such consideration is not warranted.

Allotments of Pay

1. Due to the fact that naval personnel are often transferred on very short notice, disbursing officers do not have sufficient time to register allotments, resulting in hardship to dependents and the lapse of insurance policies on which premiums are paid by direct remittance. In order to avoid this situation personnel should be urged to register their allotments as soon as practicable after reporting for duty, even though their dependents are living at the same place or in the same locality.

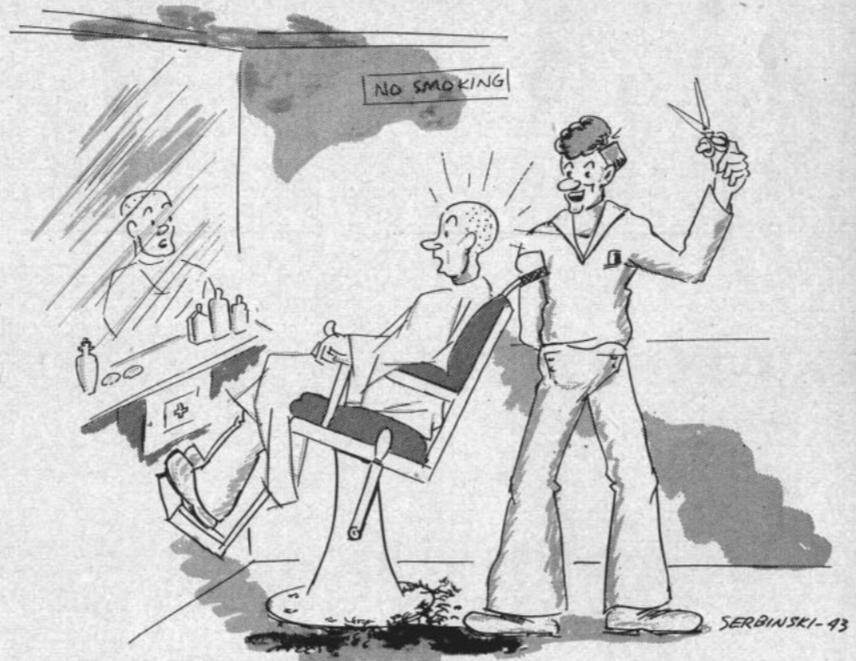
2. It is especially important that personnel at training stations, training schools, indoctrination schools, etc., be fully instructed in the advantages of the allotment system. It is suggested that commanding officers of these activities arrange time for such instruction and for registration of allotments.—S&A Letter L16-6 (FA), February 4, 1943.

Records, Accounts, and Effects Must Accompany Men

The importance of forwarding records, accounts, and effects of enlisted personnel with the individuals or a member of a draft cannot be overemphasized.

Always bear in mind that any apparently unimportant local transfer may, and often does, develop into a long succession of rapid moves, by varied transportation, to a distant point, either to contact an originally designated ship, or as a result of modified orders, or reassignment by a distributing command. When this happens, and the records and accounts of the individuals concerned have not accompanied them, they are invariably delayed and work a hardship, not only on the men concerned, but on the ship or station to which they are finally assigned.

Specific instructions for forwarding records, effects, and accounts are contained in Bureau of Naval Personnel Circular Letter No. 148-42 and article



—The Keel.

"And on which side would you like it parted—"

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D-7008, Bureau of Naval Personnel Manual. The attention of the service is again called to these instructions, and especially to the reports required in case of derelictions.

A little special effort at the source of the transfer pays great dividends. Get the records, accounts, and effects off with the men.

National Service Life Insurance

The following is quoted from a letter received in this Bureau from the commanding officer of a vessel of the fleet:

"I found that a large number of the crew had not taken out Government insurance and went to work with a little publicity, principally through short talks by the chaplain over the ship's loudspeaker system. The results were very gratifying. New insurance, over and above that already taken out, in the amount of \$2,250,000 was subscribed for in 3 weeks, and the campaign is still on. We had one realistic sales aid. A sub attacked us one midnight and a DD opened up on it with gunfire and torpedoes. The next morning the insurance business was more than brisk."

Officers who are especially trained to give advice on insurance, particularly National Service Life Insurance, and to promote interest in making adequate provision for dependents are now attached to all naval districts and to practically all shore stations. It is suggested that commanding officers of vessels while in port request, locally, the services of these officers for the purpose of lecturing, assisting in making applications, or as otherwise desirable.

Sporting News Available

The Bureau of Naval Personnel is advised that copies of The Sporting News are now available, without cost, to libraries at all ships and stations. A sum of money voted by the National and American Baseball Leagues has made possible this free distribution. Commanding officers desiring this publication free of charge should make application directly to The Sporting News, St. Louis, Mo.

TraDiv Establishes Quality Control Unit

A Quality Control Unit, to insure that men coming from training activities meet the needs of the fleet, has been established in the Training Division of the Bureau of Naval Personnel.

Although some information as to the usefulness of the school graduates can be gained from inspection of the schools, the real answer rests with the fleet.

It is realized that on operating ships excessive reports are a nuisance, and any reports at all are a bother, so it is not the intention to require further reports. However, if the unit is to function properly, it must be kept informed by officers afloat as to the satisfactoriness of training of officers and men received by them from training activities.

Whenever the occasion arises and any information is available on school graduates, whether good, bad, or otherwise, let the Bureau know. This is *not* a required report, but will be of great assistance in the general effort to improve training.

Candidates Desired For Diving School

The Bureau of Naval Personnel desires requests from commissioned warrant and warrant officers of the ranks of boatswain, gunner, and carpenter who desire instruction in the Deep Sea Diving School at the Navy Yard, Washington, D. C. The next class convenes on May 1.

Applicants shall be under 30 years of age. Commanding officers, in forwarding requests, shall require endorsement signed by a medical officer stating whether candidates are physically qualified for this instruction in accordance with article 153 6, Manual of the Medical Department.

Massachusetts Eases Navy Men's Tax Burden

Persons in military service from Massachusetts are informed that the Commissioner of Corporations and Taxation for that State has an-

nounced a policy of cooperation in dealing with persons in military service in the collection of their State income taxes.

It also was stated that a similar policy in regard to all other taxes would be adopted.

Persons concerned are advised to communicate directly with Henry F. Long, Commissioner of Corporations and Taxation, 239 State House, Boston, Mass.

Foreign Service Billet

An officer is required for duty with the United States Naval Mission to Peru to report during April or May 1943.

This officer needs have the following qualifications: Rank of lieutenant commander, be thoroughly familiar with submarine operations, and have had command of a submarine in the United States Navy.

It is requested that volunteers submit applications for this duty via official channels to reach the chief of naval personnel not later than April 1, 1943.

Visits to Ottawa

The Office of the Naval Attaché at Ottawa, Canada, has requested that Naval and Marine officers planning to visit Ottawa, inform that office in advance of the contemplated visit and also indicate the date and hour of arrival.

The hotels of Ottawa are choked and reservations of rooms are necessary. The situation has become worse since the opening of Parliament.

A Few Refrigerators Available to Personnel

The War Production Board has made an allocation of refrigerators, models retailing for \$176 and above, zone 1, for sale to naval personnel and other persons authorized to make purchases from ship's service stores, through ship's service departments ashore.

The commanding officers of all naval shore activities on which ship's service departments are operated have been advised of the procedure

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for the proper filing of applications, and particulars are available on application to any ship's service officer ashore.

Commanding officers will not forward to this Bureau for approval any applications for new refrigerators to replace existing equipment unless the applicant is prepared to furnish a signed statement in duplicate, from a factory-authorized repair organization for the make of refrigerator intended to be replaced, stating that the existing equipment is not repairable, and giving the reasons therefore.

Notes on Training Courses:

(a) The supply of the pamphlet entitled "Thrift" is now exhausted and a reprinting is not contemplated until after the pamphlet has been revised. As it has been given low priority, the new edition will not be ready for at least 6 months.

(b) Many officers have written in stating that in answer to requests for copies of the pharmacist's mate, third class, course, they have received only the progress test and examination book. This belief is due, undoubtedly, to the fact that this particular course is written entirely differently from all of the other course books. In order to study this course it is necessary to have the Handbook of the Hospital Corps, which the Bureau of Medicine and Surgery states has been issued to all pharmacist's mates.

The course book for pharmacist's mate, third class, not only resembles the PT&E book on the inside but also has a red band around the cover as does the PT&E book. The only way of identifying the course is by reading the title on the cover.

(c) The present A-N and A-S training pamphlets are being revised and combined. It is expected that the new book, to be called General Training Course for Nonrated Men, will be ready for distribution by April.

(d) A completed delivery address should be given with each order for enlisted training courses. Requests are received daily giving merely the officer's name, making it necessary to run down where the officer is stationed. Some requests are received even without the officer's name. These, of course, cannot be filled.

(e) In order to save time, large orders, sent no oftener than monthly where possible, are preferable to frequent small orders. All orders should be addressed to the office handling rather than an individual. On requests which list courses only, three times as many PT&E books will be sent.

RPI Scholarship Offered Navy Son

THE TRUSTEES OF Rensselaer Polytechnic Institute, Troy, N. Y., offer again one full 4-year tuition scholarship, beginning with the school year 1943, to sons of officers on the active or retired lists of the Navy and Marine Corps, sons of deceased personnel of the above categories, and to sons of officers of the Naval Reserve on active duty. The student selected will be awarded free tuition amounting to \$1,800 for the full 4-year course.

Applicants for the scholarship should apply to the Bureau of Naval Personnel for blank forms, which will have to be completed by the applicant and the principal of the secondary school last attended and returned to the Bureau. The completed forms must be received in the Bureau of Naval Personnel by July 15, 1943.

The following, taken from a letter from Rensselaer Polytechnic Institute, is quoted for the information of the service:

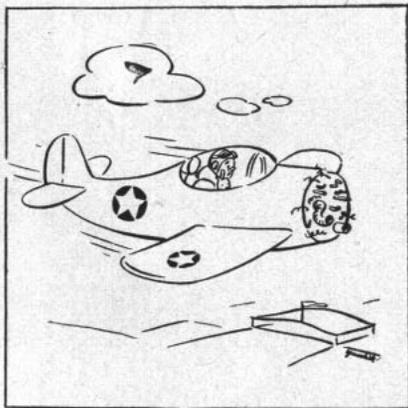
"Candidates should be considered on the basis of scholarship, rank, and leadership qualities. Only an exceptional student should be considered, and the successful candidate will be required to maintain an average grade of 85 percent.

"The institute maintains 12 undergraduate courses leading to the bachelor degree as follows:

- Civil engineering.
- Mechanical engineering.
- Electrical engineering.
- Chemical engineering.
- Aeronautical engineering.
- Industrial engineering.
- Business administration.
- Chemistry.
- Physics.
- Biology.
- Metallurgical Engineering.
- Architecture.

"Graduate courses are also offered leading to the masters' and doctors' degrees.

"The scholarship which the trustees of this institute offer is distinctly an honor scholarship and is not of the usual kind in which any student who can get a bare passing grade continues to be eligible. In selecting the successful candidate, it is requested that a committee representing the Bureau of Naval Personnel, Yards and Docks, and Ships be appointed and that they be directed to pay considerable attention to the things that the candidate has done outside of the classroom, such as editorial work, athletics, music, Boy Scout work, etc."



—The North Islander.

"Let's see now—what did I forget?"



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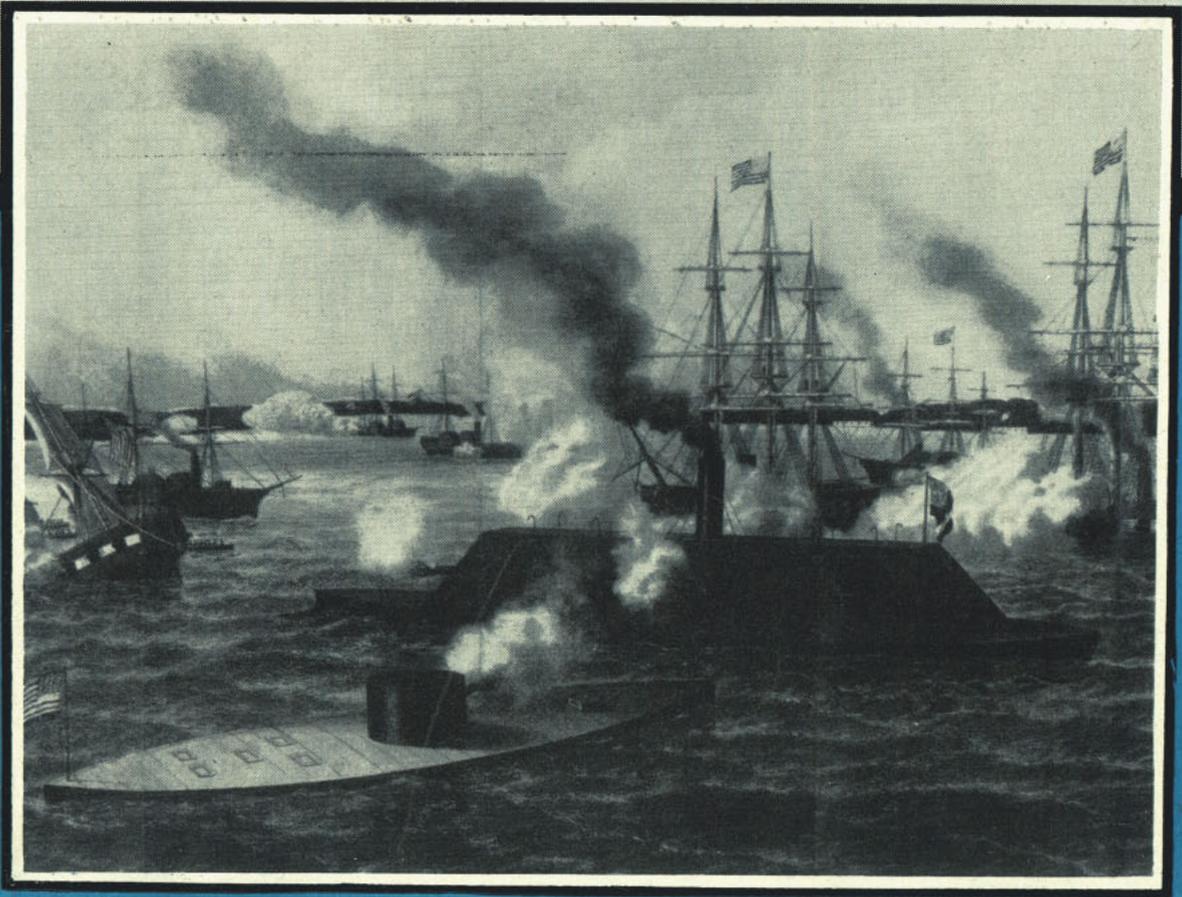
THIS MONTH'S COVER



The front cover picture shows a sailor looking for submarines from the crow's nest of a United States Navy PC boat. On the opposite page: A coxswain on a United States battleship pipes the crew to attention over the loud speaker system, just before general quarters is sounded. For more photographs of the brand new United States battleship on which the coxswain is stationed, see inside front cover and Pp. 26-27. (Both pictures are official United States Navy photographs.)



MAKING AMERICAN NAVAL HISTORY



(From an old drawing)

THE MONITOR DEFEATING THE MERRIMACK AT HAMPTON ROADS, MARCH 9, 1862

One of the most important battles in naval history, demonstrating the value of armored vessels and large guns over wooden ships, was fought when the Navy's first ironclad ship, the *Monitor*, engaged the Confederate ironclad vessel, the *Merrimac*, which had pre-

viously disabled or destroyed a large part of the Federal fleet. While the battle was somewhat indecisive with neither of the two ships being badly damaged, the *Merrimac* finally withdrew up the Elizabeth River, giving the *Monitor* a tactical victory.

(Second of a series)