

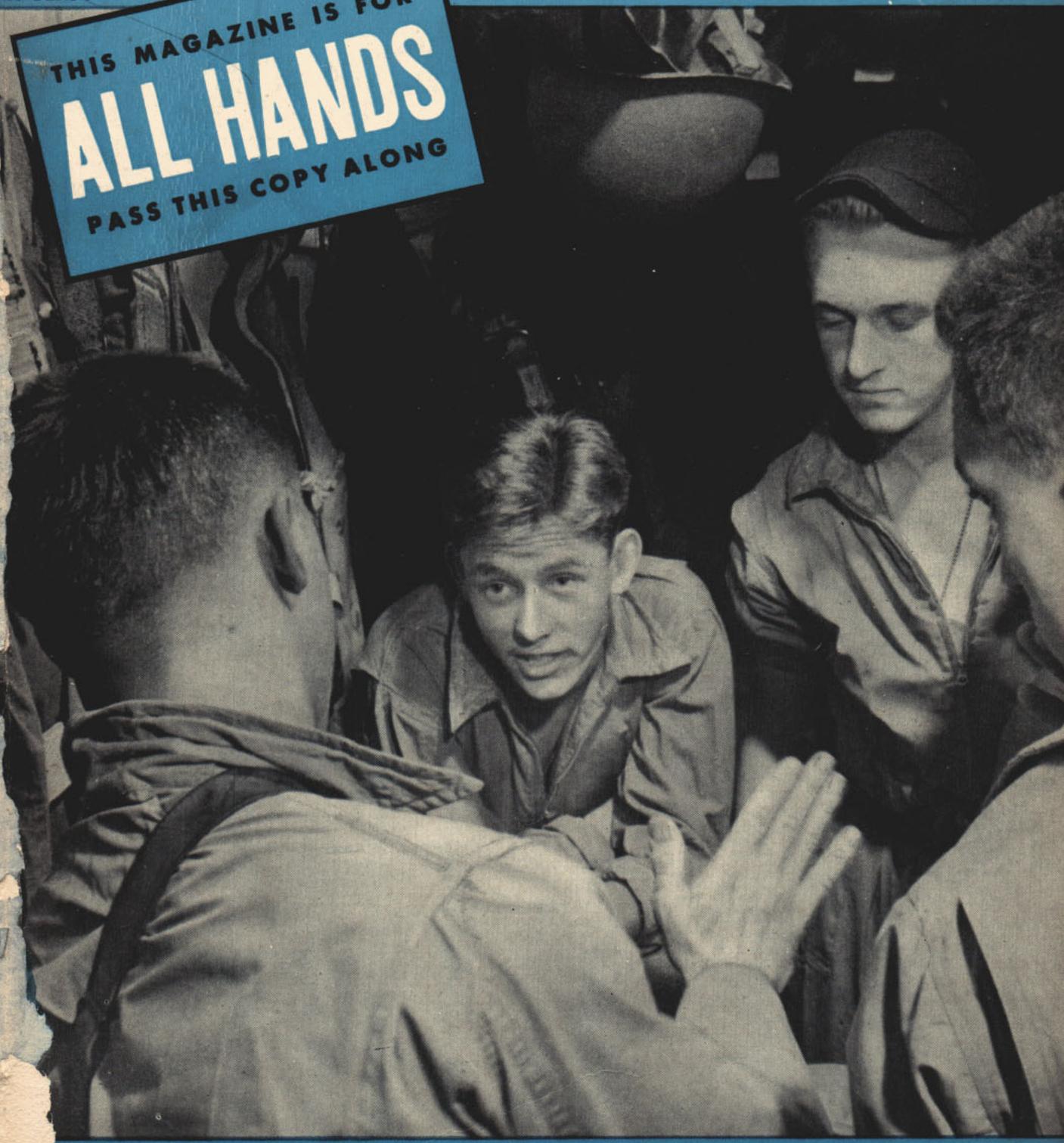
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# BUREAU OF NAVAL PERSONNEL **INFORMATION BULLETIN**

FEBRUARY 1945

NAVPER-0

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**FIGHT TALK**



**UNPACIFIC PACIFIC**

# BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1945 NAVPERS-O NUMBER 335

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**IT IS FOR 10 READERS**

# Yanks Land on Luzon as Navy Planes Sweep China Coast

IT was sort of like a double reverse, winding up with a wide sweep around end: U.S. troops made two new landings on Mindoro and seized Marinduque; then, with the Japs apparently off-balance and thinking we were going to carry the ball across to Batangas in the south, an 800-ship convoy loomed off the west coast of Luzon, churned northward around the Jap concentrations and cut into Lingayen Gulf in their rear.

Thus on 8 January 1945 began the invasion of the main island of the Philippines, which the Japs had invaded 37 months before and where American and Filipino forces had fought one of the most valiant battles in all military history. Vengeful American troops were back now on this bloody soil, ready to start another Death March of Bataan . . . only this time the "death" was to be for the Japs.

While one fleet was putting the Army ashore, another was going about the task of seeing to it that this was going to be strictly a private affair between Gen. MacArthur's men and the Jap defenders. No outsiders were to be permitted to butt in.

Admiral Halsey's 3rd Fleet carrier-borne planes saw to that. It was more

than an air umbrella that they threw up; it was an awesome, sky-blackening awning that extended from French Indochina to the Ryukyu Islands.

Fanning out like bullets from a swiveling machine-gun, Admiral Halsey's planes swept over Jap naval bases on Formosa, China and Indochina, shattering freshly-formed convoys just nosing out to sea and balking attempts to form others. The carrier planes' daring strikes carried even beyond the China coast inland to Canton.

Unlike last October, when the Jap fleet came out to try to smash our forces off Leyte, the Nips this time did not hurry right out to do battle—even though General Masaharu Homma, who had led the Jap invasion forces in 1941, broadcast an "invitation" to the honorable Navy to come to the Imperial Army's assistance on Luzon. But the Jap navy apparently had no immediate desire to rush in again and mix it with Admiral Kinkaid's 7th Fleet and Admiral Halsey's 3d Fleet, which coordinated their efforts in support of the Luzon landing as they had at Leyte and later in the Battle of the Philippines. Further proof that the Japs had suffered crushing losses in the latter engagement was offered

while the Luzon invasion was in its early days. Fleet Admiral Chester W. Nimitz announced from Pearl Harbor that the newest Japanese "super-battleship," the 45,000-ton *Musashi*, had been destroyed by air attack last 24 October. Previously, it had been established that the *Musashi's* sister ship, the *Yamato*, had been damaged by bombs in the same action.

Although the Japs offered practically no naval resistance to the landings in Lingayen Gulf, they hurled furious blows from the skies at our invasion convoy as it drove northward off the coast past Manila and again as it entered Lingayen Gulf. The attacking Jap land-based planes concentrated their assaults on the escorting warships and managed to inflict some damage.

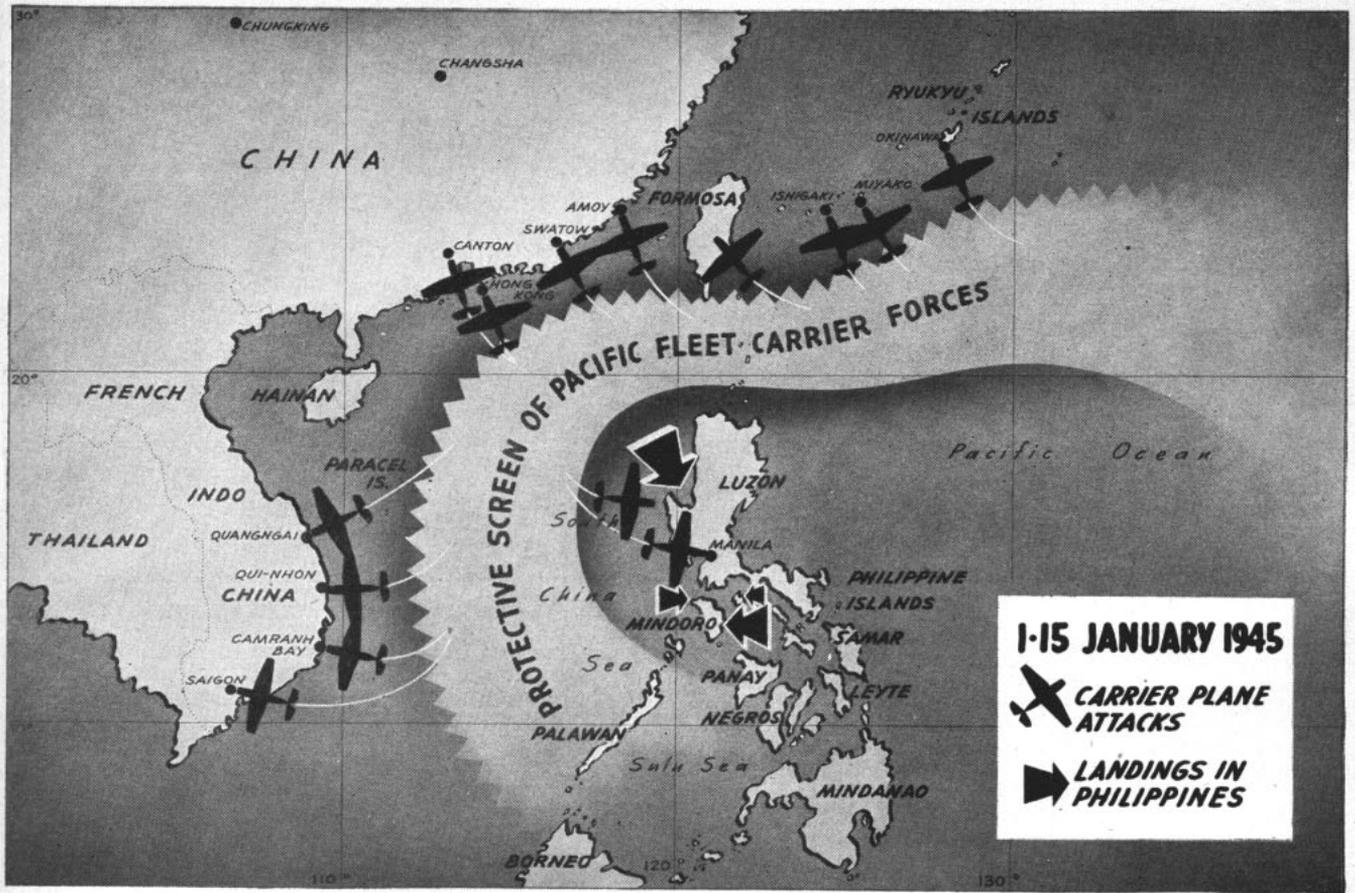
The amphibious operation at Lingayen Gulf was described by observers as the greatest of them all in a war that has played so much emphasis on such operations. Not so many men or ships were involved as in the successful assault upon the Normandy coast last June. But, in that operation, men and materials were seaborne a comparatively few miles across the English channel; in the Luzon invasion the convoy traveled many miles, mak-



Official U. S. Navy photograph

EYES UP: Naval gunners watch for the return of Jap bombers that set fire to the LST in the background dur-

ing the landing on Mindoro Island, which helped put our forces in position for last month's assault on Luzon.



ing a daring passage through the Surigao Straits, the Mindanao and Sulu Seas, the Mindoro Strait and thence into the China Sea. Some 2,500,000 tons of combat and assault shipping was strung out over the blue Pacific waters for more than 80 miles, and upwards of 50,000 naval personnel manned these ships and fought off the Jap plane attacks.

The 7th Fleet, under command of Vice Admiral Thomas C. Kinkaid, USN, shepherded the huge convoy on its perilous trip. According to press dispatches, Vice Admiral Jesse B. Oldendorf, USN, was in command of the heavy bombardment and fire-support group; Rear Admiral Russell S. Berkeley, USN, commanded the close covering group; Vice Admiral Daniel E. Barbey, USN, directed the San Fabian Attack Force, which was directly concerned with landing troops at the northern beachheads, and Vice Admiral Theodore S. Wilkinson, USN, led the Lingayen Attack Force, which landed troops at the southern beachheads. Vice Admiral Wilkinson also was second in command in the overall operations to Vice Admiral Kinkaid.

The overall strategy for liberation of this most prized of the Philippine Islands was planned by Fleet Admiral Nimitz and General of the Army MacArthur at the latter's headquarters on Leyte sometime just before Christmas.

Soon after, the softening up of the Jap defenses and the confusing of the Jap strategists began. On 29 December, in the deepest penetration of the Jap-held Philippines by Lt. Gen. George C. Kenney's land-based planes,

bombers and fighters raked shipping in Lingayen Gulf. On the same day, Marine Corsairs strafed the Batangas area, blowing up an ammunition train, causing explosions in three others and smashing about 20 locomotives. The following day Navy patrol planes attached to Gen. MacArthur's command struck at Formosa, shooting down four Jap planes and setting fire to five coastal freighters.

Then, on 31 December, U. S. flyers boomed a hearty farewell to the year 1944 with sweeping attacks up and down the entire western coast of Luzon, sinking or setting afire 25 Jap ships, ranging from a 7,000-ton transport to a large trawler. Meanwhile, Marine flyers continued to hammer the Batangas area, hitting railway installations, barracks, reservoirs and barges along the coast.

The Japs' attention was focused more intently on this area, in the southern tip of Luzon, the very next day—1 Jan. 1945—when American troops made an unopposed landing before dawn on the east coast of Mindoro. At just about the same hour on 2 January other troops landed unopposed on the west coast of this island just southwest of Luzon. On 3 January, making their third landing in as many days, troops seized control of Marinduque Island, only 10 miles off the lower Luzon coast. The stage seemed set for a drive across the strait to Batangas.

It was on 3 January that Fleet Admiral Nimitz disclosed that the 3rd Fleet's carrier-borne planes were at that very moment staging a two-day

strike at Formosa and at Okinawa in the Ryukyu Islands, in which we sank or destroyed one large cargo ship, one medium cargo ship, one small cargo ship, one patrol craft, ten small coastal cargo ships and 11 small craft and damaged one destroyer, four DEs, six patrol craft, one landing ship, two landing craft, two large cargo ships, one medium cargo ship, 34 small cargo ships, seven small craft. In sweeps at ground installations during these attacks, the naval planes destroyed 11 locomotives, four tank cars, several trucks and freight cars, a railway bridge over the Tamsui River, a railroad station at Okayama and buildings, warehouses, fuel and ammunition dumps all over the islands. While destroying 121 planes, we lost only 17.

Next, the 3rd Fleet's fast carrier task force swept down on Luzon on 5 January, destroying enemy aircraft, shipping and ground installations to help blast a boulevard to the beach for the invasion to come and to disrupt Jap preparations to block it.

On 6 January the carrier-based planes continued their assaults on Luzon and accounted for 18 aircraft shot down, 93 destroyed on the ground, 117 damaged; 12 ships destroyed, 14 damaged; and, in attacks on ground installations, destroyed one locomotive, 15 freight cars, 46 trucks and wiped out numerous barracks, buildings and fuel dumps.

Meanwhile, Tokyo's radio began bellying reports of a large invasion fleet being sighted somewhere off the coast of Luzon and claimed that Jap forces had sunk or damaged "a total of 32

enemy war vessels, including six carriers and 18 transports."

The Japs were partly right. There was, indeed, a huge U. S. convoy off Luzon, but it wasn't going to the bottom as fast as the wishful-thinking Jap newscasters would have had you believe; instead, it was chugging undeterred right into the mouth of Lingayen Gulf, and the Japs were soon to feel the earth-shaking shock of broadsides from ships that they had "sunk."

In its voyage up the coast, the convoy had been subjected to intense Jap air attacks. Communiques reported that the Japs made repeated and desperate attacks against our naval force formations in an endeavor to break the cohesion of our movement. These attacks continued even after our entrance into the Gulf and while our warships were blasting enemy shore defenses.

The Jap air attacks were described by a newspaper correspondent aboard the bombardment group's lead ship:

"We have been hit in a Japanese air attack for the second time in two days—this time way inside Lingayen Gulf just off the beachhead where American troops will go ashore. . . . We have helped bombard the entrances and beachhead. We have beaten or staggered through the increasingly persistent Jap air attacks and have seen Jap aviators go flaming time after time into the sea as we have made history.

"We were the first 'big ship' to sail into the China Sea since the early days of the war as lead ship of this powerful advance bombardment group, including battleships, carriers and cruisers. We were the first 'big ship' past Manila Bay with its Corregidor, carrying American armed might back to the place from which it was ejected after that gallant fight three years ago. We fired the first big shells at the planned beachhead, clearing the way for troops. We sailed boldly ahead—spearhead of the mighty drive capable of deciding the fate of the war with Japan.

"We are just off the Lingayen Gulf landing beach. It is landing day—SS day—minus three and our battle lines have opened up, throwing heavy shells into the beach area and pounding enemy troops away from the shores. This is the second bombardment today and the invasion action against Luzon is on.



Official U. S. Navy photograph

**HISTORY (now reversed): Gen. Homma lands on Luzon 24 Dec. 1941 to lead Jap invaders of Philippines.**



**MOVES TOWARD LUZON: Carrier planes start strike against Manila Bay**

"We are battered and scarred, mourning our dead and individually shaken. We are to live to hear the call 'Ships on the horizon!' and we are to see the mighty landing armada finally coming in behind us—warships, carriers, command ships and transports of all types crowding the sea.

"Men working with burned and bandaged hands will smile through faces covered with grease. We are to hear that our troops are safely ashore and know our gallant vessel and others of the bombardment group that bore the first brunt of the Japanese air assault have made it easier for the American soldiers and done their job. But, right now, it is not hell, it is worse than hell as we burn topside with this ammunition-jammed steel casing threatening to explode and many of our controls temporarily gone.

"This hit occurred on the starboard side of the flag bridge where the admiral is holding a hose with sailors against the blaze despite grievous burns. He has to be physically ejected from the bridge by his chief of staff, who takes over the fight against the flames despite burned hands and shock.

"The crew is swiftly running hoses employing chemical equipment, electrical units are stringing wires and repairing communications, medical corpsmen are aiding the wounded. Some of these stagger past, burned to the waist or all over. On the bridge, some men have been blown to pieces and others are burned so badly they are unrecognizable but still living. Even many of the wounded fight on."

Killed in the pre-invasion duels between U. S. ships and Jap planes and shore batteries were Rear Admiral Theodore E. Chandler, USN, Captain R. W. Fleming, USN, Lt. Gen William Lumsden of the British Army, and William Chickering, correspondent of *Time* magazine. The bomb that killed Gen. Lumsden and Mr. Chickering also almost hit Admiral Sir Bruce Fraser, Commander in Chief of the British Fleet in the Pacific, who accompanied the invasion troops to, in

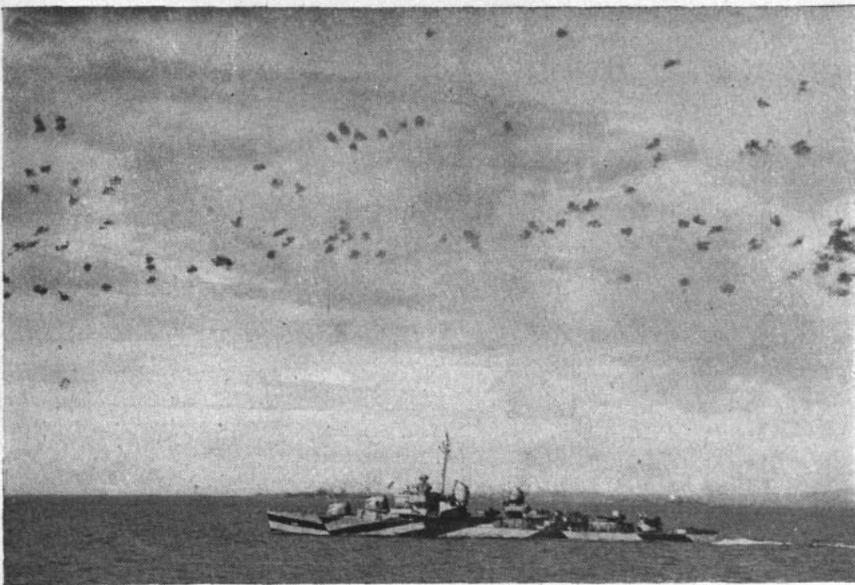
his words, "get experience in the work in this part of the world."

For three days American warships stood off the strip of beach selected for the landing assaults and pounded enemy emplacements. Then, on 8 January, the transports hove into the Gulf and began putting down their landing craft. Shortly after 0900 the naval and aerial barrages moved inland and the amphibious craft began zig-zagging shoreward under a blanket of fire from rocket craft. Overhead, 7th Fleet carrier-based planes kept the skies clear of Jap planes and strafed the beachhead sector in direct support of the landing troops. Then, as the troops dug into the beach, the planes moved inland, hitting installations at San Fernando, Baguio and Rosario. Many ammunition and supply dumps, warehouses, barracks, defense works and motor vehicles were wrecked and numerous fires started.

Opposition to our landing forces melted away and was practically nonexistent. One division reported it lost only two men during the landing operations, both by drowning near the beach. American patrols, who immediately began to finger their way inland, were bothered only by rearguard action, coming mainly from mortars and an occasional machine gun or sniper. Supplies and wave upon wave of troops were landed under protection of naval guns. The march down the valley toward Manila was underway.

Meanwhile, powerful Pacific Fleet carrier forces were pounding away at enemy air, land and sea facilities over a wide area of the western Pacific in support of the amphibious operations. Ishigari and Miyako, important islands in the Sakishima group of the Ryukyus, were brought under attack 8 January in one of the fiercest assaults ever made by fleet carrier units. Formosa also was blasted, and so was Okinawa. Supporting the carrier-based planes were Superfortresses of the 20th Bomber Command from China bases.

Tremendous havoc was wrought in the Formosa area. The attacking



Official U. S. Navy photographs

... Naval AA fire dots sky above U. S. destroyer during landing on Mindoro.

planes destroyed two DDs or DEs, one large cargo ship, one medium cargo ship, 27 smaller ships and 37 planes, and damaged one DD, five DEs, two oilers, one tanker, five large cargo ships, three small cargo ships, 45 small ships, 42 small craft and 61 planes. Ground installations were mercilessly raked by the carrier planes, which destroyed an ammunition dump, chemical plant, two hangars, five locomotives and three tank cars; and damaged radio stations, an aluminum and nickel smelter and various shops.

Their nearby bases thus neutralized, their local air forces shot out of the skies, their fleet shying away from

battle, the Japs tried desperate, almost childish methods to try to disrupt our landing operations in Lingayen Gulf. On the second night of the invasion, while the Gulf was still crowded with the greatest convoy in Pacific history, 12 little Jap swimmers paddled out toward the ships, pushing boxes of explosives ahead of them, hoping to "torpedo" the transports. All were killed or captured without causing damage. Other Japs piled into small boats laden with explosives, stole into the transport area and attacked several ships. They caused negligible damage.

And, so, troops and supplies con-

tinued to pour ashore. And, as Gen. MacArthur's men expanded and joined their four beachheads and headed toward Manila, naval units attached to his command caught a Jap convoy on 11 January trying to unload at San Fernando, north of the Lingayen landings, and all 46 ships were sunk or badly damaged. A naval officer described the action as "shooting ducks in a pond." After obliterating these Jap ships, the victorious U. S. forces then stood off shore and shelled the port of San Fernando, destroying three large ammunition dumps.

As this action solidified the Luzon beachheads and eventual victory in the Philippines, dispatches from Pearl Harbor told of the first attack by Admiral Halsey's 3d Fleet planes on the Indochina coast, 1,000 miles west of Luzon, on 11 January. Hundreds of carrier planes swooped down simultaneously on airfields and harbors at Saigon, Camranh Bay, Cap St. Jacques, Cat-Lai and Qui-Nhon and shattered four convoys that had been organized to send to the relief of the Luzon Japs. Admiral Halsey seemed to have achieved almost complete surprise. Over Saigon, Indochina's commercial port and a Jap base since the fall of France in 1940, U. S. flyers encountered only 18 planes and shot down 10.

The toll taken by the carrier planes was staggering. They sunk 41 ships, totaling about 127,000 tons, including a light cruiser, and damaged 28 ships, totaling 70,000 tons. They shot down a total of 15 planes, destroyed 77 on the ground and 20 on the water, and damaged 50 on the ground. Damage to ground installations included destruction of a large dock at Camranh

(Continued on Page 70)

## 'We Have to Pay a Price for Big Gains'

By FRANK L. KLUCKHOHN

By WIRELESS TO THE NEW YORK TIMES

ABOARD AN AMERICAN WARSHIP, Jan. 7 (Delayed)—A Marine guard stood at present arms and the ship's crew, lining the deck and the upper works, saluted as "taps" sounded from a battered bugle, while from under an American flag the body of Rear Admiral Theodore E. Chandler slipped into the ocean. In our ears the words repeated by the chaplain still rang: "I am the resurrection and the life."



Admiral Chandler

Everyone recalled how late yesterday afternoon the entire flag bridge was ablaze after a Japanese plane had scored a bomb hit. Many men were blown to bits or burned to death. From the cauldron a staggering figure emerged, shirt and trousers ablaze. A staff officer slapped out the flames of the shirt. Suddenly the figure was helping the sailors of the damage crew to man a hose playing on the

blaze. The figure was that of Admiral Chandler. He had to be physically ejected from the bridge and insisted on walking below by himself to the sick bay. The next afternoon, just before 6 p.m., he died after a magnificent fight.

But last night his body was wreathed in bandages and grease, and liquid was being injected into his mouth by tube. He called for me. His first words, I being his guest, were: "Are you all right?" Then he said: "We have to pay a price for big gains. My grandfather was a Secretary of the Navy; my father was an admiral. I had their traditions."

One had to know that this ship had been hit on the day before and had had a serious fire. It was the lead ship proceeding to Lingayen Gulf days before the landing and had taken the brunt of the enemy's air attacks; and one had to know how our nerves were strung tense to realize how truly wonderful was that real interest of a dying man in someone else.

Reprinted with permission from *The New York Times*

Ted was not one of those who foolishly do not count risks. In fact, he said to me: "Stay up here during the attacks if you like. You'll see some good dogfights, but remember you may get it any time." Nevertheless, he trod the deck fearlessly, keeping an eye on his division.

Ted Chandler had a distinguished naval career after his graduation from Annapolis, where, as a Navy son, he was born. He was in the class of 1915. After having been commissioned a rear admiral in October 1942, he assumed command of all the forces in the Aruba-Curacao-Netherlands West Indies, part of what was termed the Caribbean Sea Frontier Command. There he demonstrated the diplomacy that was one of his special traits.

He distinguished himself in action as the task group commander in charge of the landing forces in southern France and then took a cruiser division there and saw action against the shore batteries. He had three battleships under his command that helped to sink two Japanese battleships and other vessels in the southern battle off Leyte after the first Philippines landing.



MOBILITY is the keyword of CASU organization. Here is a CASU machine-shop-on-wheels in action at Kwajalein. Official U. S. Navy photographs

## Our Island Flattops

Stationary Carriers, Built and Manned by Acorns and CASUs,  
Multiply Striking Power of U.S. Naval Air Arm in the Pacific

LAST month saw American carrier planes over the China coast for the first time as 3d Fleet airmen sliced Japan's lifeline through Formosa Strait to her stolen empire (see page 2). Their strikes, closing the last gap in U. S. Navy air cover westward across the 6,000-mile breadth of the Pacific, fit neatly into a pattern shaped by the Pacific Fleet's 1944 aerial offensive against the Ryukyu, Kuril and Bonin Islands to close the range on the enemy homeland from three sides.

For more than two years the Japanese have been reeling back under our carrier blows. They knew that they were being hit and that American planes were hitting them. Beyond that, they must have been doing a lot of wondering:

How could U. S. carrier task forces stay at sea over extended periods and still have all the planes they needed for continuous operations? How did the carriers get new planes to replace their losses? How did they repair and recondition planes that were damaged or burned out from prolonged use?

Answers to the questions, about which the enemy was long kept in the

dark, are found in the story that now can be told of two closely geared Navy outfits—the Acorn and the CASU.

An Acorn is an advance airfield assembly, a typically American product of prefabrication, all packaged and ready to follow our landing forces into enemy territory to set up an advance air base or convert a captured airstrip to our needs in a minimum of time.

A CASU—Carrier Aircraft Service Unit—is a commissioned, shore-based unit composed of aviation maintenance, repair and ordnance personnel. It is one of several units attached to the Acorn. (Another such unit is the CB, the now-famous Construction Battalion.) The CASU readies new planes for combat and keeps them ready, handling service jobs which would get in the way of other work aboard carriers but which are not big enough to require the major overhaul facilities of assembly and repair shops of naval air stations. They support all flight operations, this support including the making of minor repairs and doing routine upkeep work, in addition to performing necessary administrative duties.

CASUs are a wartime product. Before the war each squadron had its own men and equipment for maintenance and repair. When war came, the Navy utilized all existing aviation facilities in the Pacific to handle its expanding air arm and began to build additional air bases on islands available to U. S. forces. Carrier planes went ashore at advance bases, followed by their own maintenance and repair crews. Trouble was, the planes got there first; and valuable time was lost in waiting for the ground crews and equipment. The solution was to send CASUs into the Pacific.

But there were other problems. CASUs, it was found, were slowed down by having to handle their own equipment, transporting it from island to island, base to base, as operations moved westward.

In the summer of 1942, therefore, the Acorn was created to be the source of supply and housekeeper for the CASU. The CASU, reduced in simplest terms to personnel and, as one officer put it, "what they have in their pockets and on their backs," became more mobile.

The result was speed, efficiency and

more planes in the air—a story of naval aviation progress that is no longer a secret. The men of the Acorns, trained to the Nth degree in the art of packaging and loading, then unloading and assembling, formerly labored under a veil of secrecy. They worked, they fought and they built. They fought the Japanese and protected themselves and their equipment from enemy air raiders. They also fought the natural hazards of jungles and swamps.

Each Acorn had its own Seabee unit that lays the airstrip and erects the buildings to replace the tents pitched when the Acorn first moves in. By plane or ship, the CASU comes in to base itself on the Acorn. Carrier planes follow. Personnel of the squadron and CASU become the guests of the Acorn on the "stationary carrier."

Acorns and CASUs derive the nucleus of their aviation personnel from many sources—from Class A technical training schools for aviation ratings, from personnel of naval air stations, from the ranks of boot camp graduates trained by actual experience and personnel trained by the Advance Base Aviation Training Unit formerly at Norfolk, Va., but recently moved to St. Louis, Mo.

CASU personnel repair and perform minor overhaul work on airplane engines and guns; rearm planes with bombs, machine-gun belts and torpedoes; fix their radios, and taxi them over the airstrips, dispersing and parking aircraft for protection against the weather and the enemy.

Another CASU job is the "disembalming" of naval aircraft that have been treated, conditioned and packed so as to resist tropical climates in shipment to carriers and advanced bases. These aircraft must be unpacked, disembaled as it were, assembled and then put into condition, ready to fly away and fight.

An Acorn, without a CASU, includes sufficient trained personnel to maintain the runway and aviation facilities in operating condition; to operate the control tower, field lighting, aerological unit, transportation and medical facilities, and to maintain the berthing and messing facilities to be used by the CASU and aircraft squadron crews when they report aboard. In addition to the original Seabee unit, the Acorn also has a Seabee Maintenance Unit (CBMU) which becomes the public works department of the base after the initial establishment is complete and the main force of Seabees has been withdrawn.

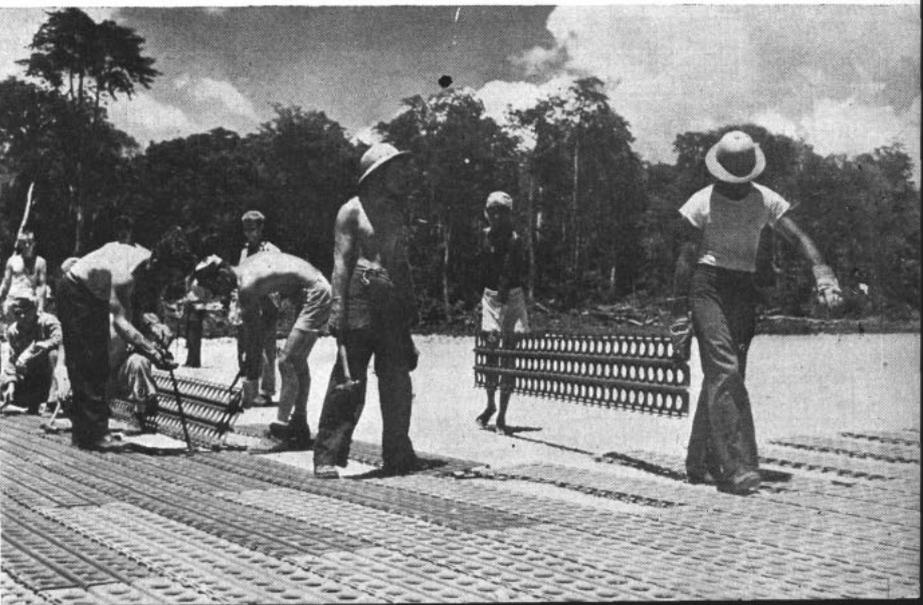
In order to simplify the assembly, all personnel and material available for the entire advance base program have been grouped into what are known as "functional components." A functional component is composed of the technical or professional personnel, equipment and workshops, buildings, materials and living quarters required to do a particular type of job. A group of functional components is called an advance base unit. Acorns and CASUs fit into the logistic picture as two of the advance



LSTs are generally used by Acorns to move their knocked-down prefabricated airfields to islands in forward areas where there are no docking facilities. Bulldozers, the first gear ashore, plow a causeway to the LST's ramps.



SEABEES attached to Acorns have job of building new airfields and improving and repairing captured fields. Husky Seabees (above) pound coral lumps into sand for Eniwetok runway. Another airstrip (below) is built of metal mats.



base units developed by the Navy to speed prosecution of the war in the Pacific. (For an article on planning, building and maintaining advanced bases, see **INFORMATION BULLETIN**, April 1944, p. 20.)

Because they are such closely allied aviation units, the Chief of Naval Operations recently directed that the Acorn and the CASU be "married" when they are first commissioned, thereafter to train as a team and to work together. Previously, they had been trained separately, then introduced to each other after the Acorn had moved overseas and set up an advance base and the CASU moved in.

The role played by Acorns and CASUs in maintaining a strong naval air arm was emphasized by a high naval officer in Washington. "With a plane," he said, "you cannot distinguish between maintenance and operation. Maintenance is operation. Unless a plane is checked minutely prior to every flight, there is danger that pilots and aircrewmembers will lose their lives and lose the planes they fly."

For a view of actual CASU operations, let's look in on a CASU based on Majuro in the Marshall Islands, where a Japanese seaplane base was quickly converted into a naval aircraft assembly line. This CASU is now based on a naval air station which is the outgrowth of the original Acorn. Each plane delivered to the fleet by that CASU during a certain

month in 1944 required 160 man-hours of work, from time of arrival at Majuro until delivery. Movie and other recreational schedules went by the boards. Galley crews never knew the exact hour of the next meal. Postal clerks, the master-at-arms force, barbers, yeomen, storekeepers, all turned to in new roles as grease monkeys, to assist the regular plane crews. Men went day and night without sleep.

Jeep aircraft carriers brought cargoes of embalmed aircraft from Pearl Harbor, and pontoon barges brought the cargoes ashore. From the dock at Majuro, preserved aircraft were towed across a Seabee-built causeway to the aircraft pool.

Swarms of trained technicians, like so many gremlins, began the exacting task of putting the aircraft into combat ready status. Engines, fuselages, structures, landing gears, wheel wells, wing roots, unpainted metal in the cockpits and guns underwent the depickling process.

Ordnancemen set to work boresighting wing guns, installing camera guns, shackles and arming rods. Radiomen checked all gear for completeness of equipment. Electrician's mates checked batteries and wiring and lighting systems.

Engines were turned up on the pool island and then the planes were towed to the test line, unless major structural or metal work was necessary. Inspection crews gave their final okay before each plane was test flown. As

the first planes tested returned to the landing strip, their performance entirely satisfactory, ferry hops were arranged to send them to the fleet.

On one record day the Majuro CASU got 80 planes off the field to join the ferry train running to the fighting fleet.

The Acorn's part in the Pacific war was unfolded to the public recently in an address by Rear Admiral H. H. Good, USN, Director of Base Maintenance, Office of CNO, who told the story of "Acorn X" and its achievements in the Marianas.

"Early in December 1943, just one year ago," he said, "information was disseminated that an advance naval aviation base, an Acorn, would be needed in a proposed Pacific operation on or about 30 May 1944. A standard Acorn consists of about 66 officers and 1,600 men (including a Construction Battalion). This personnel is provided with material and equipment sufficient to lay down two 6,000-foot runway strips of pierced plank landing mat, to provide the further necessary aviation facilities to keep them in operating condition, to service casual planes, to operate air warning systems, field lighting, transportation and medical facilities, and to maintain berthing and messing facilities for the support units and aircraft crews. Packed for shipment, an Acorn weighs 13,979 long tons and its cube is 22,374 measurement tons. This is a typical assembly of functional components."

Acorn X was commissioned 1 March 1944. Its officers and men were trained in and around Port Hueneme, aboard a training ship, and on an island where they encountered everything but Japs in their task of setting up an advance air base. After two months of generalized training, they sailed away, to another Pacific island, then to a forward area where the job was done again.

"To do a good job," said Admiral Good, "each man must know his own job and together they must form a unit which operates as a skilled team. There must be no fumbles. Aviation technicians, radiomen, mechanics, signalmen, every officer and man, each knew there was a job that he could do and he was determined to do it. The final destination, everyone now knew, was in the hands of the enemy. Conditions as nearly like those that Acorn X would meet when it reached the final destination were simulated and the men trained under actual battle conditions.

"There were two months of staging and training, then the big push. Following closely behind the assault waves, the personnel began unloading and the setting up of camp in earnest. This was old stuff to the now veterans of Acorn X and they took everything in stride.

"A high Navy officer reported seeing the Acorn X base twice within an interval of about seven days. On the second observation, so many bombed and shelled structures wrecked by American combat forces in their assault had been removed, and new structures erected that the base was



Official U. S. Navy photographs

SOME CASUs service and repair land-based as well as carrier planes. These aviation machinist's mates are working on a PV at a Pacific advance base.

hardly recognizable as being the same area which had appeared as a mass of shambles, masonry and twisted iron a week before.

"Perhaps the most remarkable feature of these naval aviation units (and other functional components for advance bases) is their capability of producing something out of nothing. Men roam the dumps, crawling through masses of twisted iron and emerging with parts of a Japanese crane or enough material to build a small hand truck, or even an overhead trolley for lifting out engines, the demolition units cooperating in the search.

"All units must necessarily proceed to the new destinations with the smallest amount of handling gear and supplies consistent with the operation. They follow in the combat wave, clean up, and with the aid of the Seabees, turn the airstrip or the seaplane apron into something which can be used almost immediately and which becomes an aircraft servicing activity a week or two later. During this time the officers and men are exhausted when darkness comes when they have to cease work, for lights may attract Japanese snipers or bombs, but they are at it again at daylight because more planes are arriving and the show must go on."

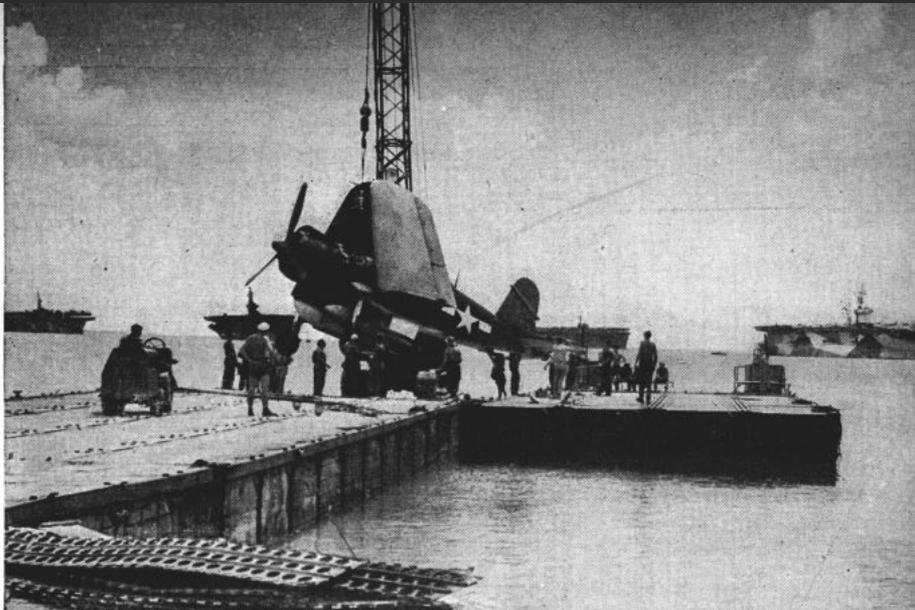
A recent reorganization affects both the training and the mission of CASUs. The CASUs in the forward areas of the Pacific have now become CASUs(F), or Combat Aircraft Service Units (Forward), servicing and rearming land as well as carrier-based aircraft. Also changed to CASUs(F) are a number of PATSUs—Patrol Aircraft Service Units.

Both Acorns and CASUs are established and trained at Port Hueneme and at adjacent airfields under the jurisdiction of the Acorn Assembly and Training Detachment, Training Command, U.S. Pacific Fleet. The training program is conducted in cooperation with ComFairWest.

Before Acorn personnel joins up with a CASU as a team, the Acorn has accomplished several times in training the same job it will later do in action. At Port Hueneme, there are loading sheds whose interiors duplicate LST holds. An advance air base assembly is packaged in containers of uniform size, placed on pallets, loaded and unloaded. When men of the Acorn have mastered the loading job in the sheds, they move to the waterfront and repeat it on LSTs.

Once teamed together, the Acorn and the CASU go into operation training at a designated airfield, setting up an air base and aircraft maintenance facilities with the tools and equipment and under the conditions under which they will operate later on in the advanced area.

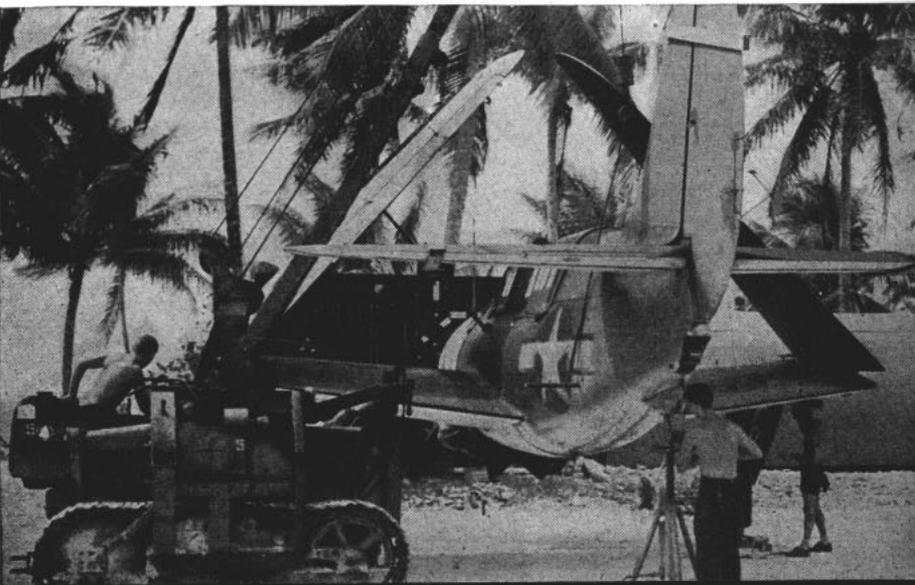
When the big push comes—"the real thing"—the Navy plants an Acorn. The Acorn grows into an advance air base, into an airstrip with its own assembly and repair facilities, with a CASU on the line and squadrons of naval planes coming and going. And in this war, an Acorn matures to a mighty oak in a very short time.



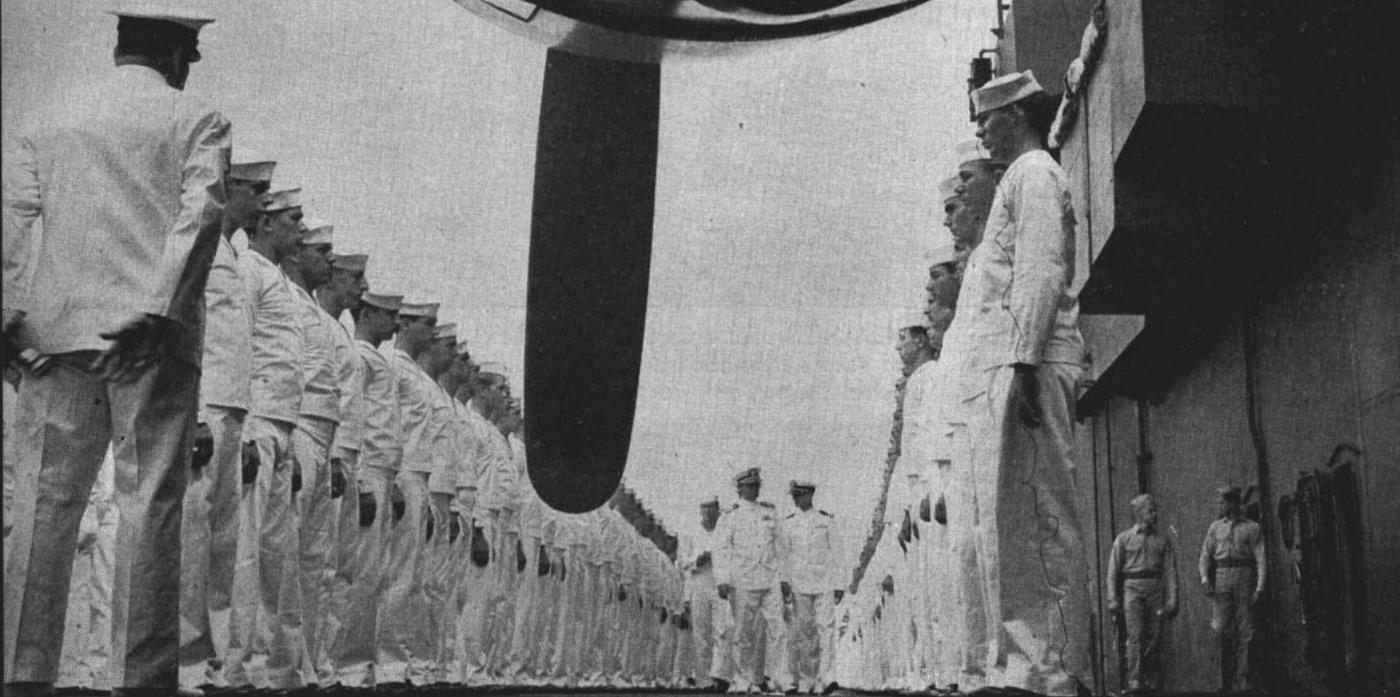
EMBALMED planes were taken to the Marshalls by jeep aircraft carriers, ferried ashore by outboard-motored pontoon barges. Here one of the planes is hoisted to pontoon dock where tractor waits to tow it to assembly line.



LIKE GREMLINS skilled CASU technicians swarm over a plane (above), embalming it. After assembly, CASU ordnance men boresight planes' guns (below). In one record day this Marshalls CASU readied 80 planes for combat.



# BuPers: MANPOWER, Inc.



## Wars Are Won By People . . . So Meet the Navy Bureau That Looks After Some 3,200,000 of Them—BuPers

**W**HETHER you wear a rating badge on your sleeve or scrambled eggs on your cap, whether you run a gun crew, an engine or a fleet, a large part of your life these days is affected by what goes on inside a long, warehouselike building overlooking Washington's Potomac River.

Officially, it's the Bureau of Naval Personnel. Or, in shorter form, just "BuPers." Its business is people—the more than 3,000,000 of them who, like yourself, help to make up the U. S. Navy.

It's BuPers' business to know who you are and where you go and what you do. It determines largely how you are trained and how your ship is manned and how good a crew you will be in battle. It brings you into the Navy, gives you training or indoctrination, assigns you to duty, arranges for your promotion, advancement or discipline, and looks after your transportation, recreation and welfare. Some day, it will be helping most of you return to civilian life again.

From the day you come into the

Navy to the day you go out, BuPers will somewhere, somehow have a hand in your life. So let's take a look at that hand. What really goes on at BuPers? What do people do there, and how, and why, and who does what? What happens when you find yourself running a Navy 26 times as large as it was in 1939? What were some of the wartime problems, and what did they do about them?

### Postman Rings 55,000 Times

Every day BuPers gets 55,000 pieces of mail about you. In addition, many of the envelopes are thick with enclosures; the enlisted personnel files section, for instance, sorts and puts into jackets more than 300,000 separate sheets of information every week.

Each piece of mail that comes in is on its way to someone in the Bureau within 35 minutes, on the average. That little piece of paper may be one that changes your life considerably. It may result in a different Navy assignment for you, a change in rate or a promotion in rank, orders to travel to

a new base or be assigned to a new ship. In some cases, fortunately few, the news is not so good: disciplinary action, notices of casualty status, loss of a ship and its men.

Follow along behind the mail delivery truck as it starts its rounds and you can see some of the things that happen as pieces of paper are translated into action.

### Machines at Work

Few buildings contain more facts about more people than the Navy's Arlington Annex, which houses BuPers. Each day's mail brings new facts in, asks for facts from the Bureau, calls for decisions which can be made only on the basis of facts. To track down facts on a big scale, and do it accurately and swiftly, the Bureau's Records division unleashes a flock of mechanical bloodhounds known as sorters, collators, tabulators, interpreters, reproducers, key punchers and verifiers.

Those machines in that room over there, for instance, clicking away as cards whirr through them by the thousand, are mechanical sorters. Suppose you were ready to retake Guam from the Japs and wanted to know the

names of all Chamorros, or natives of Guam, who had been in our naval service when the Japs overran the island. A sorter could sift out their cards for you, and then a printing tabulator, working many times faster than the fastest typist, would list all their names and also their last known status: whether killed, or captured, or, like so many, just "missing." When landing parties swarmed ashore, they would have a complete list to check against.

The day's mail brings in some requests from the field for officers with certain qualifications: "An officer familiar with the raising of the cacao bean" . . . "A junior officer with combat demolition experience, qualified in estimating charges" . . . "A Civil Engineer Corps officer with an accounting background" . . . "A French-speaking lieutenant or lieutenant commander with hotel-management experience."

You watch the mechanical sorters digesting their 15,000 cards an hour, whisking them through until their teeth snap on the right one. Each officer's five major qualifications are coded by holes punched in a card; when the right series of holes pass by, the machines pluck out the card.

When the Secretary of the Navy wants to know how many officers will move up in rank on the next Alnav . . . when a Congressman wants to know how many Navy men come from his state . . . when the Bureau wants to know how many men of a certain age group would be available for specialized training . . . the mechanical bloodhounds go to work.

Each morning the Chief of Naval Personnel can tell you exactly how many men there are in every pay grade and rating of the Navy. If during the day the Bureau receives word that an officer has been transferred from a destroyer to a shore billet, his card is picked up and fed through the machines that night. In one operation, a flexoline strip is automatically stamped with his name, rank, classification, present duty station, date of most recent orders, file number, and codes signifying his qualifications, both naval and civilian, as well as any schools attended.

## People at Work

As you continue around BuPers, you will find hundreds of people doing all sorts of tasks:

- Waves working until midnight, to speed the job of checking thousands of applications for family allotments.
- Detail officers going over their lists to assign officers to new construction.
- An artist designing new Navy insignia: a shoulder patch for mine-craft men, five-star shoulder marks for a fleet admiral.
- A yeoman pulling an enlisted man's jacket out of the files to obtain data on his service record for the Veterans Administration, or to provide his latest address for a worried parent.
- An officer in Special Services listening intently as he reviews a recording of the latest V-Discs about to be issued to the fleet. The passers-by

do a double-take as, over the noise of the typewriters, they hear the unmistakable strains of "Is You Is Or Is You Ain't My Baby?"

- The senior survivor of a ship casualty, brought back to the Bureau to make his report, sitting in a room writing personal letters to next of kin.

- The Medals & Awards section checking and writing up some of the more than 1,000 awards that go to Navy men each month for heroism or outstanding service to their country.

- An officer just in from Guantánamo reporting to the Bureau on a movie survey made there to see what pictures the men wanted.

- Yeomen at ditto machines turning out duplicate copies of officers' orders.

- Experts on diesel engines writing a curriculum on the intricacies of the fuel system.

## Visiting Firemen

In addition to officers on regular duty at the Bureau, you will come across others in on temporary duty or for indoctrination in Bureau policies and programs.

Here, for instance, is a group of lieutenant commanders called in by BuPers from all over the country. They're District Civil Readjustment Officers, going through an intensive 5-day indoctrination in all aspects of the program, listening to representatives of the Bureau, the government

and civilian agencies as they tackle the business of what the Navy can do to assist you in the process of getting back to civilian life after the war.

Another group of officers is making a tour of the Bureau, stopping in at each activity to hear what it does and where it fits into the Bureau set-up, and asking questions about it. After several days of this, the officers will return to their districts and help set up the new District Personnel Staff Organization (see page 16) which puts personnel matters in each district on organizational lines parallel to those in the Bureau itself and provides for closer liaison.

The next room you see is what might be called the "let-your-hair-down" room. Here many an officer coming into the Bureau is interviewed by three Bureau officers (from training, welfare and enlisted personnel). Talking to him individually, they get his reactions on their particular fields, his comments, whether favorable or adverse, and any suggestions he may care to make.

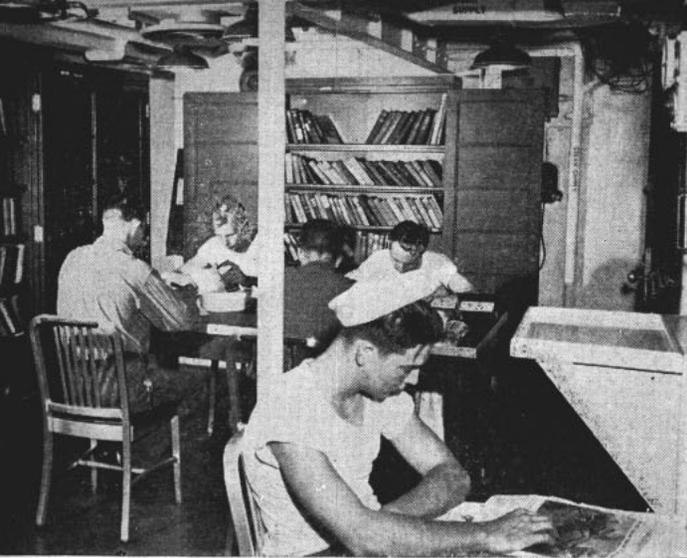
Those are just a few of the various things you might see going on around BuPers on an average day. What's the bigger picture? What has been the main overall job of BuPers in the war, and how was it met?

## The Size of the Job

In simplest terms, the Navy's manpower problem in World War II



**WARTIME TEAM:** Working with split-second timing, a gun crew goes into action on a new light cruiser, getting added training on shakedown cruise.



**READING** for Navy men is provided by more than 6,000 naval libraries ashore and afloat. The library section at BuPers buys some 7,000,000 books a year.



**FAMILY ALLOWANCE** benefits for dependents of naval personnel run over \$90,000,000 monthly. Staff of 500 at BuPers, mostly Waves, speeds applications.

Official U. S. Navy photographs

has been stated as "the production in tremendous quantity of quality men."

The pre-war Navy was small. Some states have contributed more officers and men to the present Navy than were in the entire Navy in 1939. By the fall of 1942 the Navy was accepting each month a number of enlisted men equal to the total strength of the peacetime Navy.

In 1941 the Navy manned an average of one ship a day. In 1942 it was 3.42 ships a day and in 1943, 5.6 ships a day. During the past year, 1944, the Navy had to man 11.7 ships a day. Each of these step-ups in manning ships was accompanied by a comparable expansion in base forces and shore establishments to service and support the fleet.

On 30 June 1939 the Navy had on active duty 11,585 officers and 110,872 enlisted men, a total of 122,457. (By contrast, New York alone has contributed more than 250,000 enlisted men to the present Navy.) Eighteen months later the figure had trebled. After Pearl Harbor the real zoom set in. By the end of 1944 there were 3,200,000 officers and enlisted personnel in the Navy, with an increase to 3,389,000 authorized by June of this year.

Even apart from policy problems and new developments, the mere physical job of manning the new Navy was, to put it mildly, a sizable one.

## Wars and Weapons

It's a long step from binoculars to some of our modern methods of spotting enemy ships . . . or from the planes which flew off our carriers in the '30s to a modern Hellcat fighter. We have hundreds of destroyers—few people realize that many of them are as large as the cruisers of our peacetime Navy. A modern battleship is one of the most intricate pieces of machinery ever devised. Its operation, maintenance and well-being involve the use of almost every skill and every

field of applied science known. The Navy's weapons are complicated machines.

It would have been very convenient to man them immediately with millions of specialists. The Navy did not have them. They had to be manned with American boys off the farms, the streets, and out of schools and factories. They had to master principles of engineering, applied mathematics and applied physics which underlie the operation of a 16-inch gun or the maintenance of that intricate "no-man submarine," the naval torpedo.

That the job was in all major respects done is testified by the presence of our troops in France and by the naval and amphibious victories in the Pacific. Despite submarines, our troops and supplies are at the gates of Germany. Despite a supply line 7,000 miles long and possession by the Japs of every initial advantage, MacArthur's troops are back in the Philippines, the Jap fleet has been handed a severe lacing, and planes are raiding Tokyo from the Marianas.

People did this. The best machinery in the world is useless without the man who knows how to use it and how to keep it in shape for use.

Finding, training and placing these people fell to BuPers. Knowing at the beginning of the emergency as the Bureau of Navigation, it was responsible for the procurement, training, distribution, promotion, discipline and welfare of the personnel of the Navy, and for keeping their records. These continued to be the Bureau's concerns—but even the simplest took on dimensions out of all relation to previous experience.

## Manning a Navy

To get men for the new Navy, BuPers expanded its recruiting service, adding 35 main stations and 285 sub-stations. The Bureau called on the advertising industry for its brains and talent, ran a campaign to get volun-

teers, and by the fall of 1942 was taking voluntary enlistments at the rate of 120,000 men a month.

The Navy had traditionally relied on voluntary enlistments. But in the tight manpower situation facing the country, it was decided by civilian authorities that the Navy should take its men through Selective Service. In the summer of 1942 this began, through joint operation of induction centers with the Army. Voluntary enlistments were discontinued except for personnel outside the draft age and for certain types of specialists who were volun-

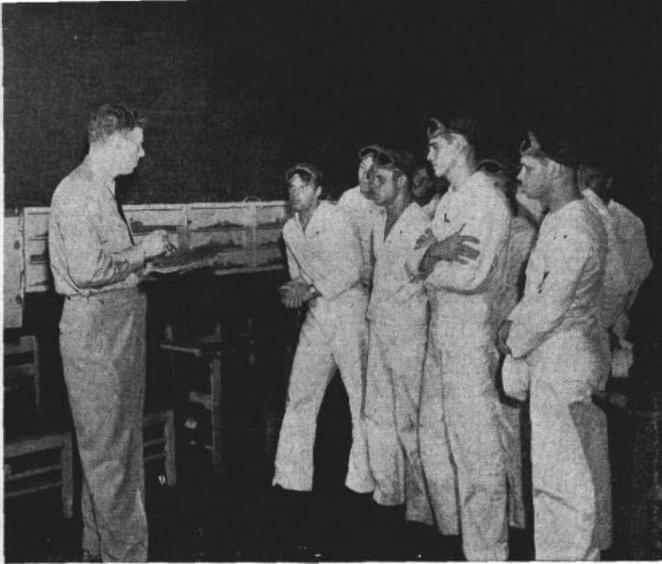
tarily preinducted by both Army and

It was necessary to install virtually a new organization for officer procurement, because officers were selected by district commandants, with a resulting lack of national standards and methods too variable to insure overall best selection of the skills needed. Thirty-six offices of naval officer procurement were set up, with the Navy drawing on the businessmen and personnel men of the country, and installing the most modern industrially tested methods of selection, interviewing and forms.

The Bureau established also a series of combined procurement and training programs: NROTC, Reserve midshipman, V-12 (see under Training, below).

One major change was necessary from pre-war thinking. During peacetime the Naval Reserve organization had been built on predetermined mobilization billets—the idea was that in time of crisis certain units would go aboard certain ships and stations and place them in commission.

It soon became apparent that expansion would be so great that this method could not be used. The regular officers of the Navy and the reserves who had had any appreciable training had to be spread extremely thin, and in fact made the nucleus which would train the 3,000,000 citizens coming in.



**TRAINING** in ship recognition is step in finding good lookouts. Men here, at a night-lookout trainer, have dark glasses for the night vision test to follow.



**2,379 CHAPLAINS** serve Navy men everywhere. Above is believed first and only service of its kind—held undersea in cramped quarters of a sub on war patrol.

Official U. S. Navy photographs

## Training the Men

BuPers never discovered the secret of how to wave a wand and make a naval officer, or an enlisted technician who could service fire-control machinery. These men had to be trained. It takes a year and a half to train a pilot. A radio technician must be placed in training not less than one year before the date he is needed.

When war broke out the enlisted recruit training of the Navy was conducted by four training stations with a capacity of 33,000. By 1943 there were facilities for 136,000. Old stations were expanded, new ones established at Bainbridge, Md.; Sampson, N. Y., and Farragut, Idaho. Recruit training ran from 5 to 12 weeks, depending on needs of the fleet; present period is 10 weeks.

Besides recruit training, at least one-third of the men were given some form of advance training in special ratings before going to sea. In addition to expanding its training schools,

the Navy went to the colleges and trade schools of the country and contracted for their facilities and some of their instructional staff.

It did the same with industrial concerns—General Motors Corporation, for instance, taught thousands of men to operate, repair and maintain Diesel motors; Packard Motor Car Co. taught many advanced base personnel the principles of operating a stock operation in spare parts.

Several hundred other businesses and schools were utilized by the contract method. Through it the Navy reached a peak of over 300 enlisted schools with a capacity of 425,000 men.

Probably the most effective trainer is experience. Men at sea learn on the job, under actual operating conditions. Then when the Navy must man another ship it withdraws from operating vessels a small number of officers and men to form the nucleus of the new ship. In addition to providing trained men for key jobs, this device of the nucleus crew is of assistance in providing some relief and rotation from combat areas back to the United States.

To decentralize the training program, it was divided into two fields: basic training (recruit and advanced schools) and operational training (on-the-job training by groups, as crew of a ship or personnel of an advance base unit). There has been a high degree of decentralization in the latter field, and there were established the operational training commands of the Atlantic and Pacific Fleets, responsible for team training—shakedown cruises, pre-commissioning cruises on vessels of a similar type, etc.

## Training the Officers

The chief source of officers for the regular Navy has continued to be the Naval Academy. In 1941 the course was shortened from four years to three and streamlined to produce officers for the regular Navy faster.

In size and volume, the job of training reserve officers has naturally been the big one. Before the war, the nine NROTC units, where men in college study courses in naval science and tactics, at the conclusion of which they are given commissions in the Naval Reserve, had been expanded to a total of 27 colleges.

Another major method is the V-7 or Naval Reserve midshipman program. These college men are given an intensive four-month course in midshipman schools. From this source have come approximately 48,000 officers whose performance at sea and whose acceptance of responsibility has been one of the most successful and gratifying of the Navy's personnel program.

To train officers directly from civilian life, the Navy established 11 indoctrination schools. In addition, 264 technical schools were expanded or established to train officers in specific fields ranging from accounting to the best methods of disposing of bombs and naval mines.

Under the V-12 program, men who are high-school graduates or in the early years of college are allowed to remain in college under a speed-up program and to finish the equivalent, roughly, of two years of college work (for deck candidates) and varying longer periods for engineering and other professional groups. While doing so, they study mathematics, physics, engineering and the other basic subjects necessary for a naval officer, or a professional specialty such as medicine, which the Navy needs. After college all candidates for line commissions are put through the midshipman program.

The Navy sends these men to college as apprentice seamen and they have the pay and uniform of that rate. Throughout the development of V-12 there was a high degree of joint action with the Army, and the best educational minds of the country were called in to help plan a program whereby armed services and educational institutions cooperated in work-

FOR EVERY 1,000 PERSONS  
IN NAVY, BUPEERS HAD:



4 people in **WORLD WAR I**



3.5 to 4 people from **1932 to 1942**



1.7 people in **1944**

ing out joint use of the latter's facilities and instructors.

## Distributing Manpower

Faced with a constantly tightening manpower situation in the country, BuPers strove for economy in the use of the Navy's own manpower, attempting to prevent increases in complements beyond those actually needed because of expanding jobs and new equipment, and attempting to relieve the shortage of physically qualified male enlisted men by the use of wounded, limited-service personnel, and other substitutes for able-bodied fighting men.

The most significant development here was the use of women in uniform. Following legislation initiated by the Bureau and passed by Congress on 30 July 1942, recruiting started immediately. Today the Women's Reserve, better known as the Waves, has released thousands of able-bodied fighting men for combat areas. (Waves have replaced 72% of the enlisted men on duty at BuPers.) There are now on duty 8,744 officers and 73,000 enlisted Waves. By a change in legislation last year, Waves may now be sent outside the continental limits of the U.S. to restricted rear area bases.

In the field of placement, BuPers was faced with one of the most tremendous personnel jobs in the history

of the country. Some 3,000,000 officers and men, over 90% of whom were recently civilians, had to be screened and placed in naval jobs where they could make their best contribution to the war. The Navy also had a responsibility to the men themselves—to see to it that they were, as far as possible, properly used and given tasks worthy of their ability and skill.

No job of this magnitude has ever been done perfectly. The adjustment of a man to a job is always a delicate task. Further, there is in any war an inevitable degree of misplacement because the processes of war require great numbers of men in jobs for which nobody is trained in peacetime. It is few people's civilian skill to carry a musket, yet millions must do so when war comes. What the Navy did try to prevent was the type of misplacement which results simply from inefficiency or from a failure to analyze thoroughly the jobs to be filled and the men available to fill them.

A major device in officer placement was the "fleeting-up" system, which took advantage of the fact that junior officers aboard a ship or at an advance base gain additional knowledge and experience as they perform their tasks. Then, to man new construction, the Navy would skim off the cream of the more experienced officers, fleeting-up the newer ones behind them into the

jobs so vacated. A similar technique was followed with enlisted men.

Unlike officer personnel, whose assignments are carefully controlled by BuPers, the placement of enlisted men is more decentralized, with the service force subordinate commands of the Atlantic and Pacific Fleets given wide latitude in the actual assignment of men to operating units and to specific tasks. However, throughout the war the Bureau has been constantly revising and refining the rating structure in order that a man's rate may represent a more specific description of the duties for which he is qualified. Much progress has already been made in this, much yet remains to be done.

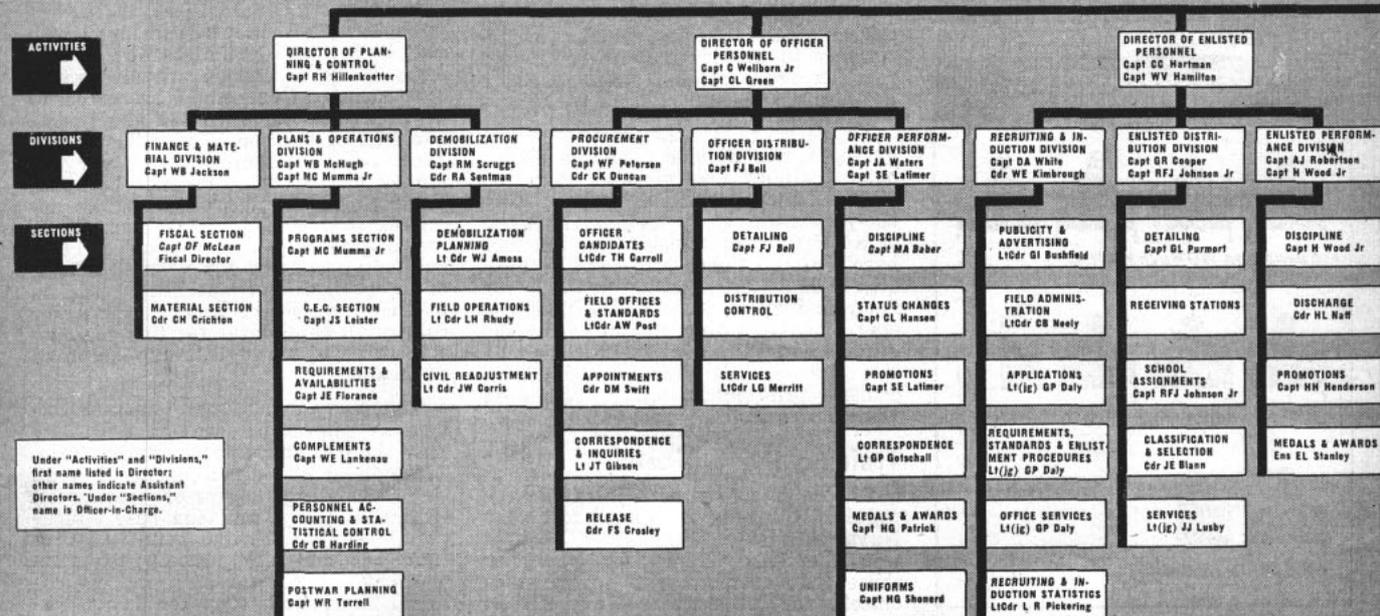
In a continuing program of billet analysis, careful study is given by a group of highly qualified specialists to typical sample billets filled by officers and enlisted men. Their findings are then recorded and edited into manuals of job descriptions which are paying dividends in better placement and in better programs for training courses.

Incidentally, officers in the fleet may sometimes wonder whether detailing officers at BuPers are sufficiently aware of conditions at sea to do a good job of assigning officers afloat. An occasional gripe will rise from the wardroom to the effect that assignments are made by "shore-bound land-

# BUPERS

## ORGANIZATION OF THE BUREAU

15 JANUARY 1945



lubbers" who can't possibly have enough knowledge of the fighting fronts and the problems and vicissitudes of sea duty to do a thoughtful job of detailing.

A little investigation of the detail office would quickly dispel that idea. Actually, one of the Bureau's best sources of detail officers is the fleet itself. Of the 37 male officers directly concerned with officer detailing, 26 wear a total of 11 decorations, from Navy Cross down, and 70 service ribbons, including 46 area campaign medals with 54 engagement stars for this war.

## Performance

BuPers groups promotion and discipline together under the general heading of "performance" on the theory that neither reward nor discipline should operate in a vacuum but should be balanced to provide both the best incentive and the best control.

The major change in officer promotion was the securing of legislation early in the war to set aside the permanent promotion system for the duration in order to permit freer action on promotions.

There has also been an increasing degree of decentralization of authority to fleet and field commanders to make promotions of enlisted men. Such promotions, under overall policies laid down by the Bureau, enable

the officer in the field to reward his men promptly and to rate his men up as needed to fill actual vacancies.

In the field of discipline, the Navy's major effort has been to maintain a fairly realistic attitude, recognizing that the purpose of discipline is not to penalize people who violate rules, but to maintain morale and order in the service.

## Welfare

Navy welfare activities fall into two fundamental classes—services to you yourself, and a series of broader measures which contribute to morale by providing for your long-range welfare or that of your dependents.

Included in these services are the provision of such things as recreational and sports facilities and equipment, movies, libraries, camp shows, radio programs, V-Discs, ship's service stores, officers' messes and, incidentally, the INFORMATION BULLETIN itself. Each of these has been expanded into a major business, supplying the needs of 3,000,000 people instead of 100,000.

Other services include such programs as insurance, dependents' benefits and family allowances, and similar basic provisions for the financial welfare and peace of mind of naval personnel and their dependents.

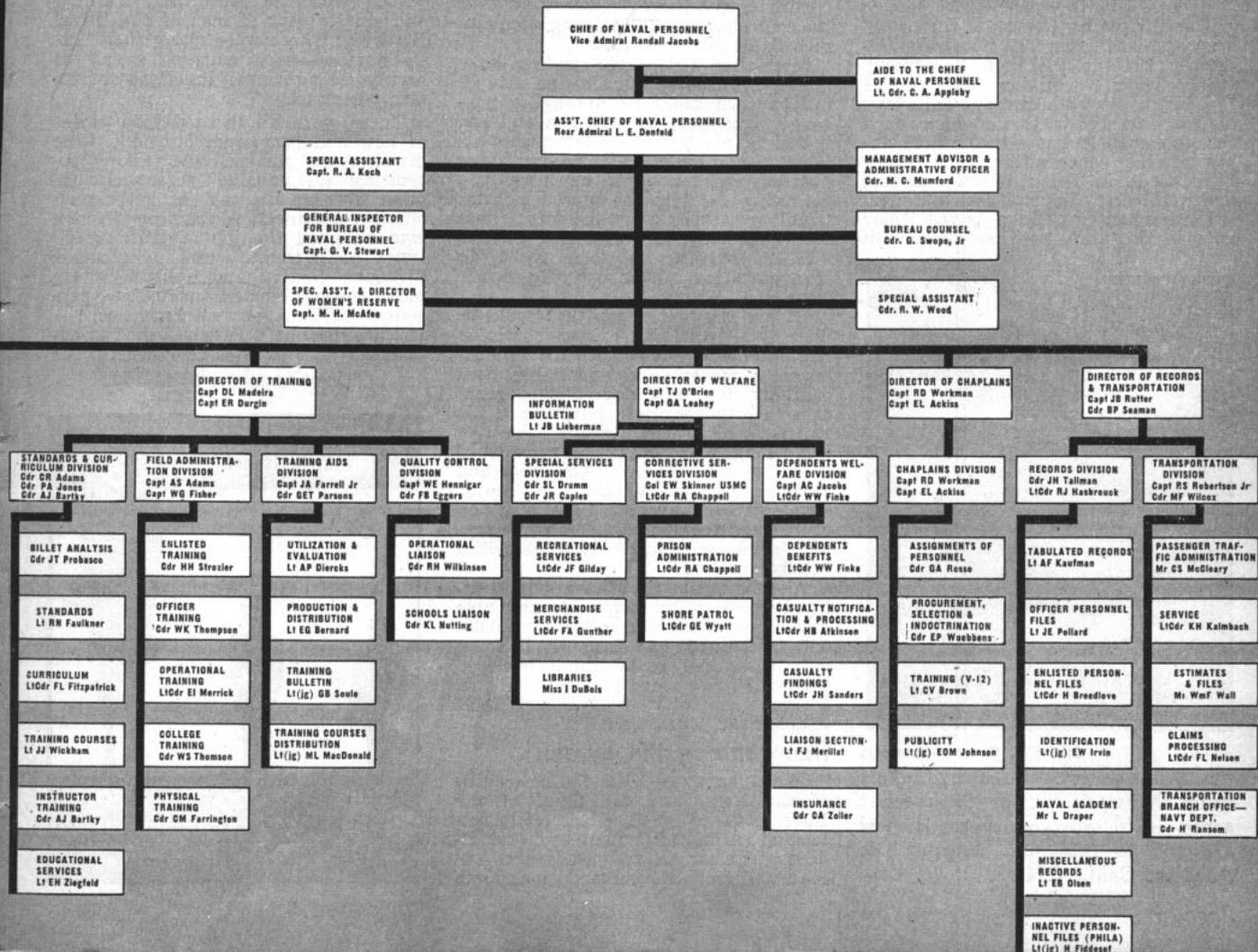
More than two and a half million dependents of naval personnel are now receiving family-allowance bene-

fits monthly. Combined payments for family-allowance benefits to dependents of Navy personnel run more than \$90,000,000 a month—more than \$2,000 every minute of the day.

In administering such services, BuPers attempts to carry out the spirit as well as the letter of congressional action. For instance, Congress in 1943 amended the family allowance law to include great numbers of personnel previously excluded. The amendment stipulated that all changes in procedures and rates should be accomplished within four months from the date of the act.

At BuPers this involved authorizing over 125,000 allowances per month. By careful planning through the months while the amendment was being considered, BuPers was able to have this operation entirely current 80 days after its effective date.

Much of the "night shift" work at BuPers occurs in two sections of the Dependents' Welfare division, those which deal with benefits to dependents and with the processing and notification of casualty status. In these two sections, where prompt and accurate action means so much to the families of Navy men, work has been at times on a three-shift basis where needed: at present it is on two shifts, with a staff of several hundred, most of them in the dependents' benefits section, at work from 0730 to 2400.



The Navy's "insurance business" is one of the world's largest, for of the 3,200,000 officers and men in the Navy, 95 out of every 100 carry National Service Life Insurance, with an average policy of well over \$9,000. They are covered for the fairly astronomical sum of about \$30,000,000,000!

Even apart from ship's service activities afloat, there are more than 400 ship's service departments ashore, and a large number of branch departments. A long way from the early bumboat sales or financially haphazard "canteen" of other days, the modern ship's service store is a big-business operation that brings its benefits down to every man and every officer in the Navy.

Movies are seen by naval personnel all over the world. Outside continental limits, the Navy's 35-mm. prints and 16-mm. prints (in cooperation with the Army), reach the furthest advance bases. Within the U. S., the optional naval district motion-picture plan permits Navy men to see pre-release pictures at little or no cost.

## Chaplains

An additional function which BuPers must discharge bears directly upon the religious interests and the morale of men in service and the peace of mind of their families. This is accomplished by providing religious services, spiritual guidance and religious counsel through the Chaplains Corps.

The Chaplains Corps of the Navy has expanded from 206 officers in December 1941 to 2,379 on 1 January 1945. Their record has been one of the bright pages in the public history of the war, and men who have lived through combat know the full meaning of the contribution which they have made to the spiritual comfort and well-being of our officers and men.

Four chaplains have given their lives in this war, two are missing in



Official U. S. Navy photograph

**RECRUITING** of Waves by BuPers freed thousands of men for combat areas. Girl applying here is now assigned to recruiting duty at Los Angeles, Calif., ONOP.

## New Set-Up for District Personnel Staffs Parallels BuPers', Provides Close Liaison

A new and functional-type personnel organization, along lines similar to that of BuPers, has been provided for in all naval districts within the continental limits of the United States, by a directive of the Vice Chief of Naval Operations.

In place of the former set-up, which varied from district to district, the directive sets up a standard District Personnel Staff Organization, the purpose of which is to secure better administration of personnel matters by:

- providing both BuPers and district commandants with more integrated and effective machinery for personnel administration;
- providing one officer on the staff of each district commandant to whom BuPers can look for assistance on its problems;
- providing on the staff of the district commandants an organization

which parallels insofar as feasible the organization of BuPers in order that channels for conduct of business may be clear and reasonably standard in all districts.

The reorganization provides for the establishment of an assistant chief of staff for personnel in each district, and for the grouping under him of all district staff functions and officers dealing with personnel matters. These are regrouped into five divisions: distribution, training, welfare, discipline and chaplains.

The new set-up covers personnel matters only. All BuPers field activities (except recruiting offices and offices of naval officer procurement) remain under the commandant and subject to his control the same as any other activity in his district. It is expected that the districts will have the new plan in operation this month.

action and five are prisoners of war in Japanese prison camps.

## Records and Transportation

Two Bureau functions which affect the millions of men and women in the Navy are those of transporting naval personnel and their dependents within the country, and maintaining adequate records of all personnel.

More than 130 people are kept busy in the Transportation division attending to such tasks as arranging passenger transport by rail, sea and air, including air priorities for personnel in U. S. and overseas . . . accumulating data on transportation expenses . . . obtaining refunds on unused tickets; handling travel claims, including those for dependents, and advising the service at large as to their rights to transportation under varying conditions.

Before the war a job that could be done by a dozen people, transportation has become a \$100,000,000 travel business. A major development has been a highly successful degree of cooperation with the Army in joint use of the railroads of the country.

Keeping and filing the records of 3,000,000 men has taxed the space and facilities of the Bureau. The major developments have been the adoption of modern techniques of record keeping, some of which were described briefly earlier.

All the tasks that have been outlined above called for a Bureau able and ready to take on a job for 3,000,000 men that it had formerly done on only a limited scale for a hundred thousand or so men. To meet that job, BuPers completely reorganized itself about three years ago.

## Reorganizing the Bureau

In January of 1942 the Secretary of the Navy and the Chief of the Bureau asked one of the country's leading firms of management engineers to come in and study the Bureau and make recommendations as to

what steps it might take to enable it to do its job better.

As a result, divisions and activities were regrouped and a new "functional" type of organization set up. For instance, there had been in the old Bureau a Reserve Division, concerned with the recruiting, training and employment of men of the Naval Reserve. There were many such "little navies"—each engaged in all or nearly all personnel functions for its own personnel.

These were all merged in a series of new and functional divisions. One division was assigned the task of recruiting all enlisted personnel, another division the task of getting all officer personnel. A training division was assigned the job of training all types of personnel, and distribution divisions (officer and enlisted) were made responsible for distributing personnel to all types of activities. A welfare division was established to administer all programs designed for the

(Continued on page 55)

**BUPERS POSES FOR A GROUP PICTURE....**



**1,200**  
MALE  
OFFICERS &  
ENLISTED MEN



**1,400**  
CIVILIAN  
WORKERS



**2,700**  
WAVES  
OFFICERS & EN-  
LISTED WOMEN

**WELCOME** — the first enlisted Wave of the first large contingent to arrive in the Islands, Mary Babine, S1c, is presented with the traditional lei of flowers and a welcoming kiss. The band (left) struck up "Aloha" as she stepped ashore.



## WAVES LAND IN HAWAII

**W**HILE a Navy band played Aloha, 203 enlisted Waves and 11 Wave officers from 40 states filed down the gangplank of a transport at Pearl Harbor on the morning of 6 Jan. 1944—the first large contingent of naval women reservists to report for duty outside continental United States.

Wearing their summer working uniforms of gray and white pin-stripe seersucker and the new garrison caps, the Waves came ashore in platoons of 40. Each girl carried a small musette or overnight bag and a raincoat. The latter proved an unnecessary precaution, the sun obligingly breaking through dull gray clouds to brighten the occasion.

Their heavy gear, packed in seabags, was handled by a working party of willing sailors. When the Waves set foot on the pier, more sailors were there to greet them, waving their white caps and shouting, "Aloha."

First Wave ashore was Mary Babine, S1c, of Gloucester, Mass. E. R. Baker, Ph0M1c, North Hollywood, Calif., was there to place a bright lei around her neck and to give her the traditional kiss of welcome to Hawaii.

Among the arrivals was one girl who was particularly anxious to get a look at the islands which had inspired her name. She was Aloha M. Cassity, Y2c, Modesto, Calif., whose parents had visited Hawaii before she was born.

In command of the contingent was Lt. Winifred Love, USNR, Moorefield, W. Va., who rendered a snappy salute to Capt. H. K. Lewis, USN, personnel officer of the 14th Naval District, as she stepped ashore. Also on hand to greet the Waves was Lt. Comdr. Eleanor Rigby, USNR, District Director of Waves for the 14th Naval District.

After mustering in the pier sheds, the women reservists were loaded on buses for the trip to NAS, Honolulu, to get squared away before lunch. The menu consisted of that old favorite, Navy beans, with broiled weiners, hash brown potatoes, fresh Hawaiian pineapple pie, cocoa and cornbread.

Following chow, checking in was the first order of business, followed by assignments to duty at NAS, Honolulu, and NAS, Puunene, on the Island of Maui.

The new arrivals included a medical officer, a technical medical specialist, two supply officers, and one officer on temporary duty, and enlisted ratings in most of the 30 fields in which they are needed in activities of the 14th N. D. They constitute the vanguard of a total of 5,000 which have been requested by the 14th Naval District to fill vacancies in complement or release men for duty at sea or in forward areas or for return to the U. S. under the rotation program. All were volunteers for duty outside the continental limits for a minimum of 18 months.

The contingent of Waves went to Hawaii under the provisions of Public Law 441, 78th Congress, signed by the President on 27 Sept. 1944, making it possible for women reservists of the Navy, Marine Corps and Coast Guard to be assigned anywhere in the American Area (including North and South America) and in the Territories of Alaska and Hawaii, if they volunteer for such duty. (Regulations governing overseas duty for women reservists and procedure for making application were published in the November 1944 issue of the Information Bulletin, page 69.)

Prior to embarkation from the U. S., the initial contingent of Hawaii-bound Waves had reported to a West Coast naval training and distribution center to make preparations for the trip. The program there included daily drills and classes in such subjects as war orientation, the Hawaiian area, military courtesy, censorship, shipboard procedure, abandon-ship drill and deportment aboard ship. The Waves received the usual inoculations and physical examinations and also were taught how to pack their gear in duffle bags. Uniforms were inspected for serviceability, and new items of uniform were acquired.

Wave officers assisted in inspecting gear before it was packed and helped assemble records and attend to last minute details. Recreational gear and such items as flashlights, cameras, radios, irons and other electrical appliances were boxed at TADCen and shipped with the draft.

The voyage began with as much secrecy as surrounds the embarkation of armed troops for overseas duty. And, like the men who had gone to the sea in ships before them, the girls found they had to wear or carry their life preservers at all times, and that smoking or showing any light on open decks or exposed portions of the transport was strictly forbidden.

The women reservists scored almost 4.0 in seaworthiness on the voyage. Their days at sea were occupied by movies, music and games; only one or two admitted they had missed chow during the trip across. The transport crew said their seagoing ability compared favorably with any draft of troops the transport has carried.

# HELPING YOURSELF TO SHOWS

## New Books Authorized To Pool Writing Talent Of All Ships & Stations

Every ship and every station should be able, in the near future, to have its own musical comedy . . . or dramatic presentation . . . or vaudeville show, whether or not it boasts an author or composer in its crew. Ready-made entertainment will be theirs for the asking. They won't have to write a line or a note. All they'll have to do is read 'em and sing 'em.

In an effort to make full use of the vast and barely tapped store of talent now in the Navy, BuPers has authorized publication in book form of selected scripts and musical scores which have been produced by and for naval personnel, and these books will be distributed to all activities interested in having them.

The books will include comedy skits, dramatic sketches, songs, blackouts, parodies—scripts of all sorts and sizes suitable for presentation to naval audiences.

The program is similar to that set up by the Army Special Services Division, which has produced almost a score of booklets filled with various types of entertainment, to the great enjoyment of Army personnel.

It is one of the biggest steps taken by the Navy to assure entertainment for its personnel, and is especially intended for the battle-weary aboard ships far from home and the boredom-battling personnel at far-flung overseas bases. (For table showing all available recreation services and equipment and how to get them, see January 1945 INFORMATION BULLETIN, page 70.)

In the past, if a ship or a station had a particularly sharp-witted gagger or a deft songwriter, that ship or station alone received the benefit of his talent. Under the new plan it will be available to all, and a lot of material that has been filed away after one or two wildly cheered performances will relive again and again at other ships and stations. A musical comedy that tickled the ears at Great Lakes will re-echo under the palms of a Pacific Island; a blackout that panicked audiences at Norfolk will lay a crew in the aisles of a warship's "rec" room; a dramatic skit that shivered

### How to Submit Material

Authors and composers who desire to have their material reviewed for inclusion in the forthcoming entertainment booklets should send it to: Officer in Charge, Navy Liaison Unit, Entertainment Section, Special Services Division, A.S.F., 25 West 45th St., New York 18, N. Y., with an information copy of written material to BuPers, Navy Department, Washington 25, D. C., attention of Special Services Division, Welfare Activity.



TYPICAL audience at a remote Southwest Pacific base, soldiers and sailors like these will be supplied fresh scripts and music by Navy show booklet.

the spines at San Diego will tingle others in some European port.

To make all this possible, naturally, the cooperation of authors and composers is required. In BuPers Circ. Ltr. 382-44 (NDB, 31 Dec., 1944, 44-1452), which authorizes publication of the collection of entertainment material, authors and composers are invited to submit all material they have.

Accompanying the material should be any helpful information and suggestions such as dimensional stage diagrams, prop lists, lighting plots, direction notes, playing time and so forth. Of course, it is realized that, in many instances, original skits have been performed without any stage facilities at all. Even so, these skits should be submitted, along with a description of any improvisation that was made by ingenious minds and hands. And, too, BuPers is interested in material that perhaps has never seen the footlight of day. If you have penned what you personally believe is a masterpiece of fun, or drama, or music, but those immediately around you don't agree, or you don't have the opportunity to present it to an audience, send it in anyway. Maybe those in charge of the book will say aye-aye with you, and your opus will pos-

sibly enjoy more performances than "Abie's Irish Rose."

Each ship and station is requested to fill out a special form, enclosure No. 2 of the circular letter. This form requests a detailed description of the existing theatrical facilities at that particular naval activity and thus will be of value in determining the most suitable material.

A board of competent critics, who by experience know what Navy men like in the way of entertainment, will carefully review all the material submitted and will select the best for inclusion in the book.

It is planned that the first book will in the main contain material that has been and can be produced with little or no facilities. Thus, men at advanced bases and aboard ships in combat areas, where there are no scenes, props and such, will be able to profit quickly from the program and slap a show together with a minimum of time, trouble and talent.

Some faraway bases have good show-making facilities. For instance, at one Pacific base, the 95th CBs have just opened a huge open-air theater with a seating capacity of 6,700 which they have fondly christened "Radio City." At other bases, show-minded CBs have pitched up half

a Quonset hut, leaving off the front, to provide a perfect stage and bandstand. But the entertainment unit hopes its booklet will convince all that so-called theatrical facilities aren't necessarily needed—that a show can sprout up anywhere, from the gun-fringed flight deck of an aircraft carrier to the fantail of a destroyer with a backdrop of depthbomb racks.

The books will be compiled and distributed as quickly as possible, depending upon the promptness with which authors and composers respond to the request for material. It is estimated the first should be rolling off the presses by 1 March 1945.

Any ship or station interested in obtaining the books may address requests to the Officer-in-Charge, Navy Liaison Unit, Entertainment Section, Special Service Division, A. S. F., 25 W. 45th St., New York 18, N. Y. Distribution will be restricted to the Army, Navy, Marine Corps and Coast Guard.

No compensation of any kind for publication of the material, or for any performances that result, can be paid to the authors or composers. However, each will reserve all commercial rights. It has been stipulated that no admission can be charged for performances in which the material is used. BuPers also assures contributors that it will apply for a copyright registration in the writer's name on all accepted material. However, it is essential that the writer fill out a special form, enclosure No. 2 of the circular letter. The contributor will receive full credit for his material in the book, which also will note at what ship or station the skit was first presented.

In time, it is BuPers' hope to be



**SPOTLIGHTED** by a tropic sun, a trio entertains aboard a Navy patrol craft. The ship's fantail serves as a stage and the blue Pacific sky as a backdrop.

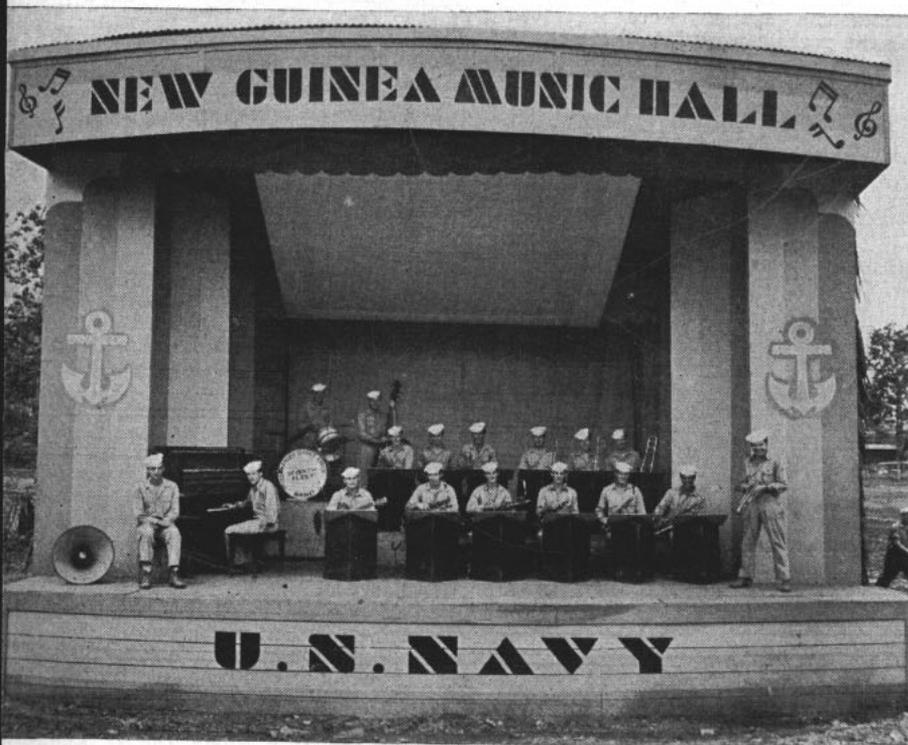
able to compile and distribute "package shows," complete as a new shaving kit, containing completely routinized revues with gags for the master-of-ceremonies, crossovers, blackouts, sketches, parodies, community sings, proper form of introductions for specialty acts and everything that goes to make up a swiftly paced, well-rounded

evening's entertainment. There will, of course, be no obligation to follow the material word-for-word, and each director will be free to alter the songs, gags or situations to suit local conditions.

A wealth of top-flight material should be available for the book. Some really professional-like shows have been produced by naval personnel both ashore and at sea. A carrier aircraft service unit presented a "new and nautical musical comedy, 'Waves and Wolves,'" at NAS Norfolk. Waves of the 4th Naval District produced a revue entitled "Barnacle Belles." Personnel at NTC, Sampson, N. Y., staged a star-studded revue, "The Show is On." And the Waves at Corpus Christi, Tex., put on the "USS Petticoat," a musical comedy which got rave notices as far away as New York.

At one advanced base personnel produced a variety show and costume party called "Spook Night." A submarine base put on a musical production titled "Night of Music." A Seabee unit in Europe staged "Blow It Out!" In the Pacific, "Bluejackets on Parade" was such a hit at its originating base that it was taken on tour to other bases, giving a total of 49 performances, not including bits that were staged in hospitals. Another Pacific show, "Navy Showboat," enjoyed a run of five weeks. Lanny Ross, the radio singing star, enjoyed it so much that he joined up with it on tour and stayed for 10 performances, saying it was the best military production he had ever seen.

No longer will only a comparative few enjoy these shows. Soon they'll "come aboard" each ship and station in booklet form, ready to be produced.



**THE BAND** of ComSerFor, 7th Fleet, holds the stage at the New Guinea Music Hall. Soon they will be able to swap scores and arrangements with other units.

# ROCKETS

*They Give Navy Small Craft and Planes  
The Wallop of Warships and Field Guns*

- Planes spitting with the fierce destructiveness of warships. . .
- Tiny amphibious craft, bucking beachward, scattering a thunderous barrage that would do justice to a battery of field guns. . .

All this—and more, too—has been made possible by the development and use of rockets by the Navy in this war. So important have these weapons become, BuOrd revealed recently, that before the middle of this year the Navy will be spending \$100,000,000 a month for rocket ammunition alone. This is as much as was spent monthly during the latter part of 1944 on all types of naval ammunition, from side-arm cartridges to 16-inch projectiles. Tremendous numbers of amphibious craft will be equipped with multiple banks of rocket launchers; hundreds of naval warplanes will have rocket projectiles slung under their wings.

To step up rocket production the Navy has made the Naval Ordnance Plant, Shumaker, near Camden, Ark., the No. 1 item on its current production and procurement program. This new plant will be the only naval ordnance plant working exclusively on rockets and—since the Navy procures most of the rockets for the Army as well as itself—the principal rocket-loading, assembly and storage plant for the entire country.

The plant will cover approximately 110 square miles—70,000 acres—and employ about 5,000 civilian workers,

in addition to supervisory naval personnel. It is hoped to have part of it in operation by 1 March 1945. The plant is named for the late Capt. Samuel R. Shumaker, USN, who, as head of the Research and Development Section of BuOrd, was one of the nation's leaders in rocket development.

Rockets have proved their value in all theaters of this war. In combatting submarines, in attacking shipping, in slashing at enemy beach defenses to cover troop landings, in blasting shore establishments—in practically all types of offensive action they have been used with increasing success.

The weapons are not, by any means, intended to supplant gunfire; they merely supplement it. Their primary advantage is in their lack of recoil, thus making it possible to assemble tremendous hitting power on small craft which could not stand the shivering shock of guns of equivalent destructiveness.

Although rockets were not used in combat by the Navy until early in 1942, they are not new to the military world. Rockets as war weapons are actually more than 700 years old. Developed first by the Chinese in the 13th century, they were used in European wars from then until the 16th century, when the accuracy and mobility of cumbersome cannon were improved and the rockets went into decline.

In the 19th century the British re-



Official U. S. Navy photographs

ON THE WINGS of the Navy's carrier planes, rockets provide highly mobile long-range artillery. Planes' speed adds to speed and accuracy of rockets.

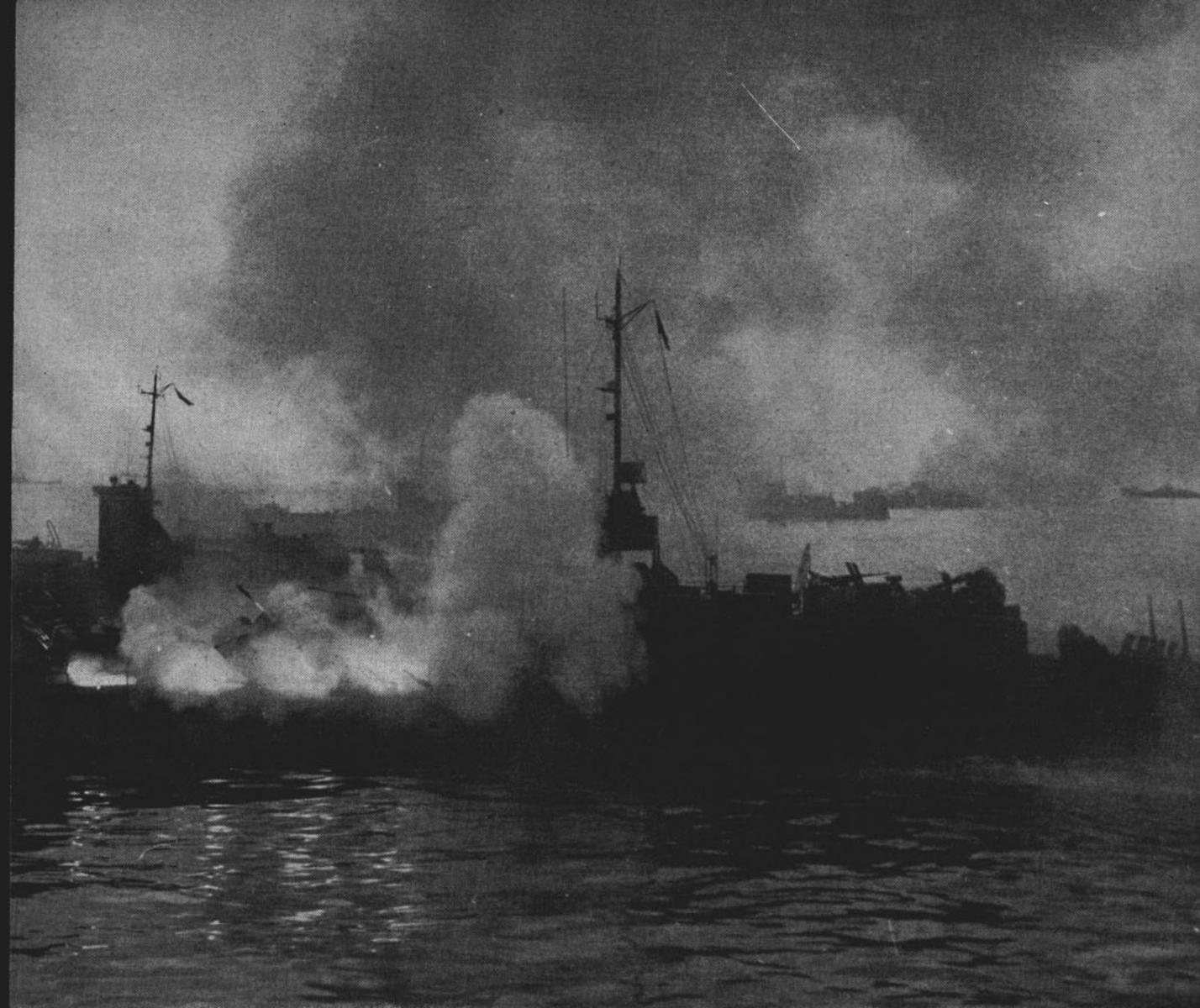
## SMOKE AND FLAME envelop the

vived rockets as war weapons, using them in the burning of Copenhagen, the siege of Danzig and against our own Fort McHenry in Baltimore. Their use in that last engagement has been immortalized in *The Star Spangled Banner* by the phrase, "The rockets' red glare . . ."

First use of rockets by American forces came during the Mexican War of 1846-48. At that time, almost every European army had a so-called "rocket corps." But, soon thereafter, artillery was immensely improved by development of rifled bores and fire control, and the rocket's light as a war weapon was again dimmed.

During World War I there were some isolated and ineffective instances of rockets being used as weapons. But, in the main, the military limited the use of rockets to signaling until 1941. Early in that year the airblitzed British began to scatter and shatter the Nazis' sky fleets with anti-aircraft rockets and, during the summer, the Russians unveiled their famed and fearsome rocket launcher, Katusha, to stem the German hordes.

By no means, however, were the



waist of an LCI as it sends a barrage of rockets hurtling toward a Jap-held beach to clear the way for U. S. forces.

Nazis caught asleep. Their scientists and militarists, too, had been working on ultra-modern rockets, and it was not long before they developed their own powerful weapons. Best known of the enemy's rockets is the six-barreled smoke mortar, which Allied troops, with grim humor, have nicknamed "Screaming Meemie" and "Whistling Willie."

For years, both civilian and military scientists in the United States have been experimenting with rockets as a potential war weapon. In peacetime, however, the work toward development of a weapon is necessarily limited. Since 1941, U. S. development of rockets has been intensive and coordinated. All American rocket and research development is now a joint undertaking of the War and Navy Departments, working with the Office of Scientific Research and Development, a civilian pool of scientific and engineering experts mobilized for war research. Working with these agencies are National Defense Research Council groups, one of which has its headquarters at the California Institute of Technology, Pasadena, Calif. Practically all of the Navy's experimental

rocket work has been done at California Tech, and BuOrd unstintingly praises the civilian scientists there for their work in helping make the rocket the effective weapon that it is today.

As simple in principle as the old-time Fourth of July skyrocket, American rockets and launchers are artillery-like weapons: the rocket is the equivalent of a shell, plus the propellant powder charge; the launcher is the gun. Both rocket and launcher vary in length and diameter. The rockets have warheads that carry varying amounts of high explosives, or smoke or incendiary chemicals. The tube that extends aft of the head contains the propellant—a material that, when electrically ignited, generates expanding gas which propels the rocket forward by pushing against the head. Some rockets have fins, either fixed or folding, to stabilize flight.

The size of the rockets is determined by the job cut out for them. The size of the head chamber depends upon the detonation desired, and the size of the propellant chamber depends upon the distance which the rocket must travel and its velocity.

The Navy's first use of the rocket was against submarines a little more than two years ago. When Nazi U-boats began to boldly poke their iron heads above the water to do battle on the surface with patrol bombers, the Navy equipped its patrolling aircraft with rockets which proved invaluable in the weird duels.

Rockets from landing craft were given their initial battle test late in 1942. They were first used operationally in the invasion of North Africa. Some 3,000 of them were manufactured almost overnight at California Institute of Technology and flown to the east coast. Right off the bat, they proved ideal for providing a protective barrage after the naval and aerial bombardments have necessarily ceased and the first wave of assault troops is going ashore. Fired from multiple launchers on small landing craft, the rockets spread death and destruction among enemy machine gunners who might be lying in wait for the troops to hit the beach.

A 4.5-inch rocket is usually used for such operations. Its warhead is thin walled, so that it not only has tremen-



**FIGHTER PLANE** loaded with rockets by carrier crewmen is given increased versatility and striking power.



**FIERY TAILS** trace the path of rockets fired from an LCI. The close-range target, Mindoro Island, can be seen smoking from previous rocket salvos.

Official U. S. Navy photographs

dous explosive quality but is fragmentary and showers the surrounding area with shrapnel-like pieces of its casing.

Since their unveiling in the North African operations, rocket-equipped landing craft have been used effectively in the invasions of Sicily, Italy, Normandy and Southern France; and in the amphibious assaults on Cape Gloucester, Kwajalein, Eniwetok, Saipan, Guam, the Palaus and the Philippines. In the Saipan landing, rocket launchers were put on amphibious "ducks" and provided protection for troops as they advanced beyond the coverage of gunfire from naval ships and crossed the last dangerous yards before gaining the beachheads. At Guam, some 10,000 were fired in less than five minutes from the tiny assault boats; it would have been impractical to lay down such a barrage from ships. The destruction wrought by rockets at Guam is best described in an account of our recapture of that Pacific base, which said: "Ashore, the effect of the rocket barrage was devastating. Palm trees were shattered, underbrush disappeared in shreds, and the concussion of the rocket bombs as they hit their targets rocked the entire beach front . . . It was a quick, awesome show."

And then there are the words of a young enlisted man who took part in the landings at Salerno, Anzio and Southern France: "There's nothing that bucks you up like seeing the rocket ships doing their stuff when you're going in with the first wave. If there's anything on the beach, we know it won't be there after the rocket barrage. It busts up everything, and



**MANY HANDS** are needed to load multiple rocket launchers on a landing craft. Note cylinder fin of this type.

that includes mines and barbwire entanglements."

The birth of the Navy airborne rocket which is being used so effectively now came in late 1943. Some British airborne rockets were brought over to this country for tests. California Institute of Technology scientists and BuOrd experts developed a few necessary changes to make them more suitable for use by American aircraft. These rockets were fired with such effectiveness in experiments by naval flyers on the West Coast that BuOrd ordered manufacture begun at once.

The new 5.0-inch aerial weapon made its combat debut in March 1944 during an attack by Marine flyers on the huge Jap base at Rabaul. Among the targets struck was a 450-ton enemy ship. The flyers were most enthusiastic about the destructive power of the new weapon, and so satisfying have been its continuing performances that the Navy is now equipping many of its planes, both amphibious and carrier-based, with rockets.

Navy rocket-equipped planes were unusually successful at Mille, the Palaus, Woleai, Hollandia and Truk. On one raid against a Japanese stronghold in the Palaus a naval torpedo plane squadron, combining rocket fire with skip bombing, accounted for five of 25 enemy ships destroyed. Rocket-firing carrier-based planes also combined use of the new weapon with bombs in the late October sea battle of the Philippines in which the central attacking force of the Jap fleet was driven back through the San Bernardino Strait with heavy losses.

Equipped with rockets, fighter

planes now have the striking power of artillery, without, of course, the weight and recoil of the heavy guns. As with landing craft, plane rockets are not intended to replace standard armament but rather to augment it.

The customary practice is to arm a plane with eight 5.0-inch rockets, four slung under each wing. With eight such projectiles under the thumb of the pilot, the attacking plane approximates the blasting power of a light cruiser's salvo. However, unlike the cruiser's guns which can fire time and again during combat, the plane's rocket launchers just pack one punch apiece and cannot be reloaded in flight.

Combining its own propulsion with the forward motion of the diving plane, the airborne rocket travels with considerable velocity. This greatly increased speed makes airborne rockets far more accurate than those fired from slow-moving or stationary craft.

One of the most important advantages of the airborne rocket in raking enemy shipping and blasting pin-point anti-aircraft gun emplacements is the fact that the attacking plane does not have to come in as close to the target as when it is divebombing or machine gunning. Rockets can be released with considerable accuracy at a much greater distance from the target. Thus pilots' lives are not exposed as much as on bombing and strafing missions when they are forced to penetrate a heavy blanket of intense enemy short-ranged protective fire.

The Navy has carefully coordinated its rocket program with that of the Army in what is a perfect example of cooperative procurement. The highly

successful "bazooka," the 2.36-inch anti-tank weapon which weighs merely three and one-third pounds, yet can blast through steel armor plate, is strictly an Army product; but all other rockets used by the two services are produced under naval contracts with the Army furnishing the explosive and propellant powders and the Navy furnishing the metal parts, and doing the loading and assembly.

The Army Air Forces have equipped P-38 Lightnings, P-39 Airacobras, P-40 Warhawks, P-47 Thunderbolts and P-51 Mustangs with rocket launchers. In the China-Burma-India theater P-51s, each carrying Army-type 4.5-inch rockets, fired 290 rounds and destroyed six large warehouses, 12 medium-sized warehouses, one foundry, four locomotives, 10 aircraft, two river boats and four native shacks, and damaged two medium-sized warehouses, five medium-sized buildings, one locomotive and 13 aircraft. In one sortie against a railroad yard in France, P-47s, in the first run, scored a direct hit on a flak tower, putting it out of action and then on subsequent runs destroyed 25 locomotives, three repair shops and a roundhouse.

Such reports show why BuOrd now rates rocket weapons as a "must" production item; why rocket research and production have top priorities.

For rockets' success, in both Europe and the Pacific, have turned an ageless dream into a nightmare for our foes. The gadget which starry-eyed inventors once talked of firing at the Man in the Moon is now carrying the war ever closer to the little men behind the Rising Sun.

# WAR'S FIRST SHOT AGAINST

On 7 Dec. 1944 the destroyer-transport USS *Ward*, hard hit during a Jap aerial-torpedo attack while supporting the landing at Ormoc in the Philippines, was abandoned without loss of personnel and sunk by our own forces (see Navy Department Communique No. 561, p. 49).

On 7 Dec. 1941, just three years earlier, the *Ward* had fired what is believed to have been America's first shot of the war against the Japanese. The first detailed public account of that action appears below.

The article is an excerpt from the book *Battle Report*, prepared from official sources by Comdr. Walter Karig, USNR, and Lieut. Welbourn Kelley, USNR, of the Navy Department's Office of Public Relations, and published recently by Farrar & Rinehart, Inc., for the Council on Books in Wartime.

Between the time of this first victory over the Japs off Pearl Harbor and her loss off Leyte the *Ward* had been in action in the Solomons, New Guinea and Philippine campaigns.

USS *Ward* was slightly on the decrepit side, but she was Lieut. William Woodward Outerbridge's first command, and he was proud of her.

Outerbridge had been executive officer of USS *Cummings*, one of the more modern destroyers, when he was promoted to the command of the *Ward*, which was named for Comdr. James Harmon Ward, first naval officer killed in the War Between the States. The *Ward* was a product of the 1918 construction frenzy, an obsolescent four-piper which had been launched in the world's record time of 17½ days after her keel was laid in the Mare Island Navy Yard on 15 May in that "last year of the war." She had been catalogued as overage since

## How USS *Ward*, Lost Recently Off Leyte, Sank Sub An Hour Before Enemy Planes Attacked Pearl Harbor

24 July 1934, and although the destroyer had been reconditioned a year or so before, her designed top speed of 30-plus knots would cause her to get lost in the wake of the newer tin cans. Her 4-inch .50-caliber guns were antiques beside the dual-purpose 5-inch 38's of later destroyers, and they could not be elevated sufficiently to serve as anti-aircraft weapons.

But still she was a fighting ship. Most important, she was his ship, and as his first command the name *Ward* would echo fondly in his memory all the rest of his life. . . .

The *Ward* was standing in for Pearl Harbor that night of 6 December, having completed her first patrol under Lieutenant Outerbridge's command. After a check to make sure that all stations were manned and everything aboard shipshape, the new skipper turned in at around 2400. There was no sea cabin on the *Ward*, so Outerbridge slept in the chart-house, just aft of the bridge. His bed was a wire bunk which could be easily stowed. There were, of course, comparatively good quarters below, but when a ship is at sea her captain is never far from the bridge.

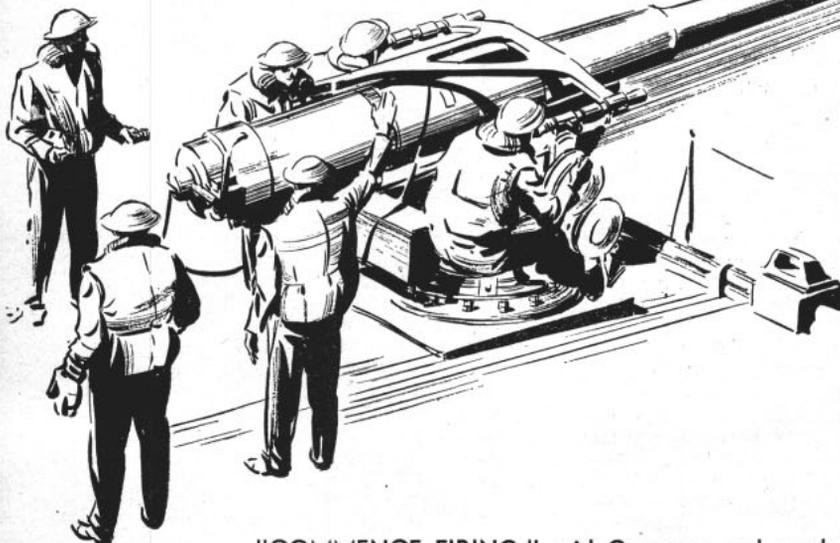
Of course when the captain is asleep or resting he can be called at any time by the officer of the deck, whose duty it is to notify his superior at any hour of significant changes in the weather, deviations from the established course or speed, the sighting of shore points or ships, or anything else of however

mild importance to the ship's mission.

Outerbridge recalls that he felt the usual nervousness of a young officer not yet wholly accustomed to his first full command, and so he dozed fitfully in the cramped wire cot atop the chartroom table. He was the only "regular Navy" officer aboard, of the Academy class of '27. All others of the ship's company and crew were Naval Reservists, practically all from the 47th Reserve division of St. Paul, Minnesota. But that did not worry the skipper. "They were a good bunch—they were all 4.0 boys," he said later.

The *Ward* was operating on only two of her four boilers, standard practice for the kind of work she was doing—cutting three-mile figure 8's by steaming up one side and drifting down the other with the tide. With half her power cut out, *Ward* had a top speed of 20 knots but she was not making that much when Outerbridge hazily heard, in his half-sleep, the shuffle of feet on deck plates as the men on the morning watch came up to relieve the midwatch.

The midwatch was not relieved at the stroke of eight bells that morning.



"COMMENCE FIRING," said Goepner, and number 1 gun loosed the first shot of the war in the Pacific.

Two minutes before 0400 Ens. L. F. Platt, USNR, notified Outerbridge that a blinker signal had been received from the minesweeper *Condor*, informing *Ward* that she had detected a suspicious object in the darkness to the westward of her sweep area, and that she believed it to have been a submarine.

Outerbridge immediately ordered the ship to general quarters.

The gong sounded its summons. The ship sprang to life.

When general quarters is sounded aboard a ship it demands instant ac-

# THE JAPS

tion from all, bar none except the helpless in sick bay. Gun crews race for the deck and ammunition handlers tumble below to magazines and hoists. Watertight doors clang shut and are dogged down. Damage-control parties spring to their stations. First-aid equipment is broken out and placed at strategic points about the ship where it might be needed. Every man has a job to do—fast. For a minute or two all is apparently frenzy. Then comes quiet, as every man stands at his station awaiting orders.

Lieut. H. T. Doughty, USNR, the executive officer, reached the bridge from his quarters below while the alarm was still sounding.

"What's up, Captain?"

Outerbridge told him, as he rang for all the speed *Ward's* two boilers would provide and as he conned the ship in the direction *Condor* had given.

The *Ward* searched for nearly an hour, combing a wide pattern and with all topside hands on lookout. No sound contact was made, no suspicious craft or object was sighted. Then she returned and spoke *Condor* again, this time by voice radio over the TBS (talk-between-ships) circuit. As intercepted and logged by a naval radio station on Oahu, the dialogue went:

*Ward*: What was the approximate distance and course of the submarine you sighted?

*Condor*: The course was about what we were steering at the time, 020 magnetic and about 1,000 yards from the entrance.

*Ward*: Do you have any additional information on the sub?

*Condor*: No additional information.

*Ward*: When was the last time approximately that you saw the submarine?

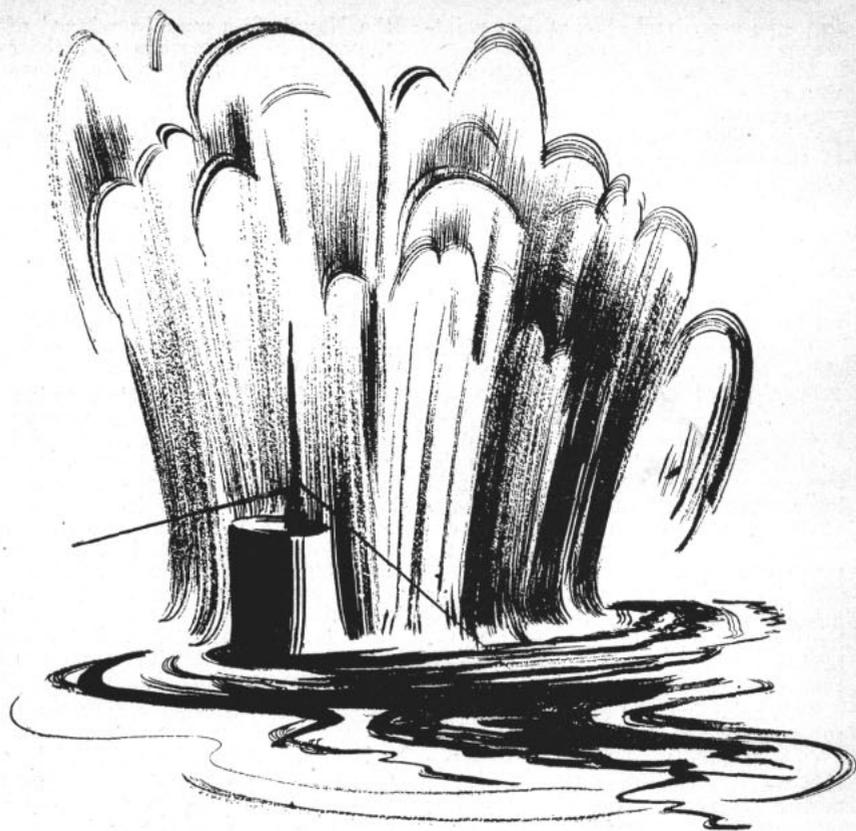
*Condor*: Approximately 0350 and he was apparently heading for the entrance.

"If the *Condor* people saw anything, it isn't out here now," Outerbridge concluded. "Secure from quarters, Mr. Doughty. Set condition two and keep a sharp lookout."

The bos'un passed the word to secure, and the ship relaxed. Those men not on watch straggled back to their sleeping quarters and hit the sack. Doughty returned to his bunk, and Outerbridge to his cot in the chart-house. Ensign Platt turned over the deck to Lt. (jg) O. W. Goepner, USNR, a young Chicagoan who had entered the service via the naval ROTC unit at Northwestern University. He was also gunnery officer of the destroyer.

At 0637, Outerbridge was again awakened, this time by Goepner shouting: "Come on the bridge, Captain! Come on the bridge!"

Outerbridge grumbled sleepily, as he swung his feet to the floor. But what Goepner had to say caused the destroyer captain to cancel his comment on overzealous young reserve of-



EVERY OFFICER and man in a position to view the engagement agreed that the first shot was a near miss, that the second penetrated the conning tower.

ficers. He grabbed his spectacles and Japanese kimono. On the bridge in the next instant he followed Goepner's excited directions: off the port bow was the target ship *Antares*, towing her cumbersome raft to Pearl Harbor, and between ship and raft was a smaller object which had no right to be there.

"We've been watching it, sir, and we think it's moving," Goepner said. He hurriedly explained that the object had been first sighted to port as *Ward* and *Antares* came abreast, and that he had ordered the destroyer's course reversed to bring it to closer view.

"Go to general quarters," instantly ordered Outerbridge. "Go to general quarters—and bear a hand!"

One look at the suspicious object, and he knew that it was a submarine conning tower; he knew, too, it was unlike any submarine's silhouette with which he was familiar. And, with that, *Antares* blinker-messaged her suspicion that she was being followed.

Later Outerbridge admitted to an awful moment when it occurred to him that the submarine might just possibly be one of our own; that if he attacked and sank it he would be sending some of his own brothers-in-arms to death. Whatever his thoughts, they caused no delay in his actions. He had his orders. He acted upon them.

Outerbridge rang up full speed and ordered the helmsman to come hard

right and to head for the submarine. "Load all guns and stand by to commence firing."

Over the battle circuit came the word: "Number one gun manned and ready, sir . . . Number two gun manned and ready. . ."

"Stand by to drop depth charges," ordered Outerbridge, and he told Goepner to fire when ready.

The *Ward's* new course was plotted just barely to miss collision with the submarine. As the destroyer bore down upon the target a Navy PBV, returning from long-range patrol, circled overhead and dropped a smoke bomb to help mark the submarine's locations. In the confusion of the next few hours, the plane was first understood to have sunk a submarine. It was now about 0645, with a murky dawn rising behind the destroyer. . . .

The *Ward* was now within a hundred yards of the submarine.

"Commence firing," said Goepner, and Number 1 gun in the bow of the destroyer loosed the first shot in the war of the Pacific!

The shell screamed over the target by inches and ricocheted into the sea. And now it was obvious that the submarine was truly a mystery ship, a pygmy whose conning tower presented only a sharpshooter's target.

Number 3 gun opened up from the waist of the ship. The *Ward's* range finders did not operate under 600 yards, so the gun was on the pointer

fire, like a squirrel rifle, with a point-blank range of 75 yards.

The gun spoke and its detonation was echoed in a yell as the projectile was seen to strike the conning tower. As the *Ward's* stern crossed the bow of the diving submarine, Outerbridge ordered: "Drop depth charges!"

Chief Torpedoman W. C. Maskawitz was at his station on the fantail, adjusting the pistols on the depth charges so that the explosions would meet the submarine at the stages of its estimated descent.

There were four short blasts of the ship's whistle, and with each blast an ashcan rolled off the stern into the submarine's path. The pattern was perfect.

"I let go the first charge just as the sub started under," Maskawitz said later. "The second charge was already in the water when the first one exploded. I think the sub waded directly into our first charge."

There was no doubt in the mind of anyone topside that the submarine had been struck and sunk. Outerbridge marked the time—0651—and sent a message to Pearl Harbor:

"We have dropped depth charges on sub operating in defensive area."

Outerbridge thought that perhaps this was inadequate notification of a most extraordinary event, so the first message was followed in two minutes by a second:

**WE HAVE ATTACKED FIRED UPON AND DROPPED DEPTH CHARGES UPON SUBMARINE OPERATING IN DEFENSIVE AREA.**

He waited for a few minutes and then queried the naval radio station to be sure his message had been received and understood. The operator at Bishop's Point acknowledged receipt.

When some of the secrecy guarding

the Navy's files may be relaxed after the war, historians can read the eyewitness reports of this engagement submitted by every officer and man in a position to view it. Most terse of them all is Seaman 2/c William Fenton's, the young reservist who pointed No. 3 gun:

"Was standing 4-8 watch when general alarm sounded. I manned gun 3, my station, saw submarine conning tower, got word to fire when on. Got on target and fired. We shot at their port side. Submarine went down just after it passed our stern, then depth charges were dropped."

One of the fullest statements is that of Seaman 1/c H. F. Gearin, who was quartermaster when, as he described it, "the *Antares* stood out over the horizon from the southwest. She had a tow with about 300 feet of line out. At 0640 the helmsman H. E. Raenbig, Seaman 2/c, called my attention to a black object almost midway between the *Antares* and her tow. I immediately took a look at it and reported it to the officer of the deck. The *Antares* at this time was almost broad on our port beam. Her tow was broad on our port bow. She was about a mile distant. . ."

Raenbig, the first man to sight the enemy, had a view of the ensuing action so good that he could see the gleam of glass in the periscope. In his report he tells of seeing a hole appear in the conning tower after No. 3 gun spoke. Russell H. Knapp, boatswain's mate second class and gun captain, said that "it looked to me as if our shot hit at the base of the moving object, but I am not sure that the shell exploded, although there was a loud report at the time."

The depositions independently taken from every officer and man in a position to view the engagement agreed that the first shot was a near miss, that the second penetrated the conning tower at the water line. From

captured specimens it was later learned that the two-man subs had no hatch between conning tower and hull. A hit meant a kill. It was to a mortally wounded submarine that Chief Maskawitz's depth charges gave the coup de grace—a full hour before the enemy's descent in force on Pearl Harbor.

The *Ward's* work was by no means over. Now that the submarine had been sunk, the destroyer began a methodical search of the restricted area. Caught in the level rays of sunrise, a fishing craft was sighted where it should not have been—a motor-driven sampan out of Honolulu which put on all speed as *Ward* charged down upon it. But the sampan quickly abandoned hopeless flight and hove to, wallowing in the water as the destroyer surged alongside. Three Japanese came to the rail, two with their hands in the air and one waving a white flag. The prize taken by *Ward* was turned over to a Coast Guard cutter that had joined the pursuit, and *Ward* proceeded with her task of combing the harbor entrance, dropping depth charges on every suspicious echo her sonic apparatus raised.

"I suppose we killed a lot of innocent fish," Outerbridge now remarks, "but there is a chance—a chance—that we got one other submarine."

The Coast Guard cutter, with the sampan in tow, was heading into the harbor mouth when *Ward's* lookouts passed the word of an extraordinary number of airplanes over Pearl. With that, pillars of black smoke rose up inland, and, seconds later, the reverberations of tremendous explosions boomed across the water. War maneuvers of the past few months had been realistic enough, but they had not reached these fantastic proportions.

Then an airplane screeched out of a dive, and Outerbridge saw a black, cylindrical object hurtle from it in an arc toward the cutter and its captive. The bomb fell astern of the sampan, its explosion demolishing a skiff that was in tow, but what *Ward's* men were looking at were the vermillion disks on the plane's wings.

"I knew then," Outerbridge says mildly, "that all hell had broken loose."



**THE SAMPAN** quickly abandoned hopeless flight and hove to. Three Japanese came to the rail, two with hands in air and one waving a white flag.



Official U. S. Navy photograph

**STEPS UPWARD:** Men from fleet, toting seabags, report to V-12 unit at University of California at Los Angeles.

## Commissions for Enlisted Men

### Larger Proportion of Officer Appointments Now Going To Those from Ranks . . . Who's Eligible, How to Apply

Although the total number of commissions being granted by the Navy, Marine Corps and Coast Guard is less today than earlier in the war, when the three services were expanding from a combined peacetime complement of some 300,000 to their present strength of more than 3,000,000, a larger proportion of new commissions now is going to personnel from the ranks and a smaller share to civilians.

More men from fleets and stations, and fewer civilians, are being selected for the various officer-training programs, and about the only billets being filled directly from civilian life are highly specialized ones for the Medical Corps, Supply Corps and Chaplain Corps.

There are six paths an enlisted man in the Navy may follow to reach appointment as a commissioned officer:

1. The V-5 Program, requirements for which are set forth in BuPers Circ. Ltr. 138-44 (NDB, 15 May 1944, 44-572). (Former aviation officer candidates who were de-selected or voluntarily withdrew because of quota re-

strictions previously in force may apply for re-entry under BuPers Circ. Ltr. 391-44, see page 72 of this issue for details.)

2. The V-7 Program, BuPers Circ. Ltr. 373-44 (NDB, 15 Dec. 1944, 44-1402).
3. The V-12 Program, BuPers Circ. Ltr. 374-44 (NDB, 15 Dec. 1944, 44-1403).
4. Competitive examination for entrance into U. S. Naval Academy, BuPers Circ. Ltr. 294-44 (NDB, 30 Sept. 1944, 44-1142).
- 5 & 6. Direct temporary or permanent appointment in USN and USNR, BuPers Circ. Ltr. 152-43 (NDB, cum. ed. 43-1326); BuPers Circ. Ltr. 159-42, (NDB, cum. ed. 42-1023). A new directive, dealing with direct appointments in the regular and reserve components of the Navy, is now being prepared and will be issued in the near future. Provisions in the new directive will be substantially the same as those contained in this article.

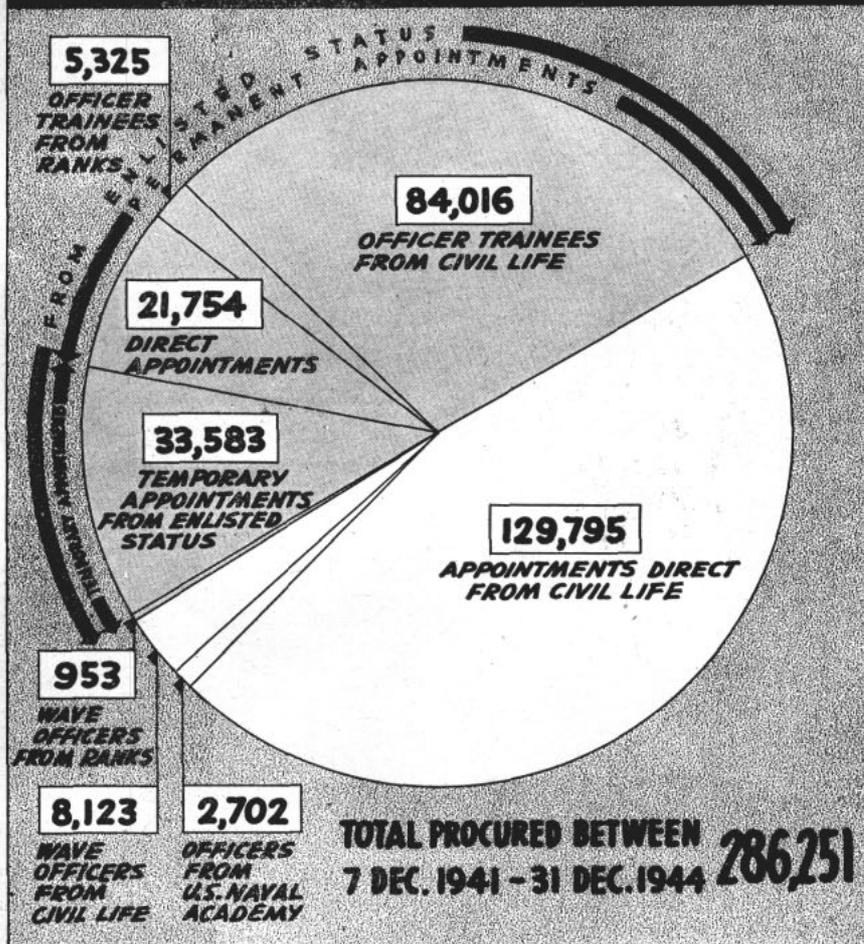
Details on V-7 and V-12 were reported in the January 1945 INFORMATION BULLETIN, p. 73. Procedure to follow to obtain one of the 200 Naval Academy appointments granted annually to enlisted men was described in the November 1944 issue of INFORMATION BULLETIN, p. 70. The following material, therefore, deals mainly with the procedure and requirements for permanent and temporary appointment from enlisted status.

These two paths to a commission allow for a considerable leeway in age and educational requirements, and are less rigid about physical qualifications than the other four paths. Enlisted men in the Reserve may apply for temporary or permanent appointments in the Naval Reserve; regular Navy men may apply for temporary appointments in the regular Navy.

For permanent appointment, the age span is 19 to 37, inclusive; the educational requirements are a degree from an accredited college or two years accredited-college work plus one year of active duty at sea; and the physical qualifications include minimum 15/20 vision correctible to 20/20, and normal color perception.

For men qualified for certain specified billets, some of the qualifications are waived. A directive will be issued

# WARTIME SOURCES OF NAVY'S OFFICERS



in the future calling for applications for such highly specialized jobs.

For permanent appointment, the candidate must submit an application to BuPers, via his CO, who will recommend only the very best prospects. If granted a commission, the man usually is sent to an indoctrination school for two months or so. In exceptional cases a new officer may go directly to his billet without indoctrination.

To be eligible to apply for temporary appointments, men must be rated petty officers first class or above, or be warrant officers. Appointment as temporary officer must be initiated by the CO and is based on the recommendation of CO, service record, civilian background and leadership qualities. There are no fixed educational requirements, and the age limit varies with the commission applied for. A certain amount of sea duty is required but this may be waived in exceptional cases, and shore duty outside the continental limits is sometimes accepted in lieu of sea duty.

The difference between appointments to temporary and permanent commissions is that six months after the war the temporary officer reverts to his former status. Full protection

of his permanent status is assured each enlisted man or warrant who accepts a temporary commission. Under the law, he shall not be "prejudiced thereby in regards to promotion, advancement, or appointment" and his "rights, benefits, privileges and gratuities shall not be lost or abridged in any respect whatever."

If physical disability is incurred while serving in a temporary appointment in the line of duty the officer is entitled to retirement pay at the rate of 75% of the active duty pay of his temporary rank.

For temporary appointment from warrant or chief warrant to ensign or lieutenant (jg) one must:

1. Have had 12 months' continuous active duty, as warrant and/or chief warrant;
2. Be physically fit for all duties afloat and ashore, with waiver possible for defects which are not organic and not likely to interfere with performance of duty. Vision must be 15/20, with exceptionally qualified candidates accepted at 12/20, correctible to 20/20.
3. Have had education sufficient so that he can do necessary paper work.

4. Have clear Navy record for five years and no offenses indicating moral turpitude.

For temporary appointment from CPO or PO1c to ensign, one must:

1. Have had five years' continuous active duty (afloat and ashore); or equivalent experience in closely related civilian job; or two years of college, one year afloat;
2. Be physically fit for all duties afloat and ashore, with waiver possible for inorganic defects which are not likely to interfere with performance of duty. Vision must be 15/20 in each eye (12/20 in exceptional cases), fully correctible;
3. Have at least two years' high school;
4. Have a clear Navy record with no offenses for five years, or for entire service if less than five years.

From CPO and PO1c to temporary warrant:

1. Have had five years' continuous active duty afloat and ashore, or three years' afloat since 7 Dec. 1941; or equivalent experience in civilian job; or two years of college and one year afloat;
2. Be physically fit, with waiver for defects which are not organic and not likely to interfere in the performance of duty. Vision 8/20, fully correctible;
3. Be not more than 50 years old (men over 40 must be outstanding);
4. Have education sufficient to do paper work;
5. Have clear Navy record for at least two years with no offenses showing weak character or moral turpitude on record.

For appointments not requiring sea-going qualifications (such as carpenter (CEC) and personnel in the aviation category) service outside the continental limits may be considered equivalent of sea duty; and, in exceptional cases, certain types of service within the U.S. are acceptable.

## Coast Guard

Like the Navy, the Coast Guard is pleased with the achievement of former enlisted men who have risen to commissioned rank and to warrant grade, and it is continuing its policy of gleaning the ranks for the best available men to fill officer billets whenever they are open. However, the Coast Guard does not participate in the V-5, V-7 or V-12 programs (except for V-12 medical or dental graduate work) and, at present, is up to its full commissioned and warrant strength.

Vacancies occur from time to time because of retirements, resignations or deaths of officers and thus a limited number of highly qualified enlisted men are sought for the Reserve Officer Training Course at the Coast

Guard Academy (Coast Guard Personnel Bulletin No. 138-44).

To be eligible to apply for this training, a man must:

1. Have reached his 21st, but not his 34th, birthday at time application is made;
2. Meet regular Coast Guard physical requirements;
3. Not have been previously enrolled in the academy course and dropped out for any reason.

Any eligible man desiring this training may make application to his CO, who will indicate by endorsement whether or not he recommends transfer. If he recommends the man, the CO will then arrange for administration of the new Officer Candidate Qualification Examination and the physical examination. Reports of these then will be forwarded with the man's application and the CO's endorsement to Coast Guard Headquarters. If the man is not recommended, the CO will forward the application to headquarters with a statement of the reason why the man isn't recommended.

The Coast Guard Academy course is a general one and graduates are commissioned for general duty only. Personnel retain their ratings throughout the course. Upon successful completion, members of the regular Coast Guard are promoted to temporary officer status and members of the reserve receive reserve commissions.

For selection of men to fill vacancies in warrant grades, eligibility lists are maintained by the Coast Guard Procurement Office.

Under this system, when it becomes apparent that certain types of warrant officers will be needed—say, for instance, carpenters—an Alcoast is issued notifying COs that approved applications of qualified enlisted men will be accepted for consideration. The CO's recommendations of these men are briefed by the Procurement Officer, a panel of officers grade the candidates and an eligibility list is established. The best available applicant is placed at the top of this list, the next best is second, etc. Then when the need for a warrant carpenter arises, the top man on the list, if still qualified and available, will be selected and appointed. No warrant carpenter is appointed except from this list of enlisted men, and no other names are solicited or considered for the list until the original group is exhausted. This is true in the case of electricians, machinists, gunners, pay clerks, etc. Only exception is the warrant boatswain. Names of prospective warrant boatswains are not solicited by the Procurement Officer, since enough candidates are received without solicitation from COs. These names are kept available for consideration when need arises.

In compiling eligibility lists the Coast Guard Procurement Office gives particular attention to length of service, health and general experience (ashore and afloat). No applicant can be more than 50 years of age.

## Marine Corps

Enlisted men of the Marine Corps are not only still participating in the

V-12 College Training Program with a new class to start 1 March 1945 (Marine Corps Letters of Instruction 871 and 805), but COs are being urged to select enlisted personnel for assignment to the Training Battalion, Marine Corps Schools, or the pre-Platoon Commanders School (formerly pre-O.C.S.), leading to further assignment to the Platoon Commander School, formerly O.C.S. (Marine Corps Letter of Instruction 878).

An applicant for transfer to the Platoon Commanders School, Marine Corps Schools, must fulfill the following requirements:

1. Be on active duty;
2. Have completed four months' active service immediately prior to date when recommended by CO;
3. Be a male citizen who has reached his 19th birthday, but not his 32d, on date of application;
4. Be physically qualified for commissioned rank, including minimum vision of 15/20, correctible to 20/20.
5. Have a minimum education of two years (four semesters) of college work successfully completed in an accredited institution; or a minimum of one year (two semesters) in college and one year service outside continental limits when application is made.
6. Have passed the Marine Corps GCT with a minimum standard score of 110.
7. Be recommended by his CO on the basis of clearly demonstrated officer-like qualities.

The applicant should address his application in his own handwriting to the Commandant, Marine Corps, and submit it via his CO along with birth certificate, physical report by Navy medical officer and certified transcript of college record.

A warrant officer or enlisted man seeking appointment as a second lieutenant for aviation ground duty must be on active duty, be a citizen who has reached his 25th, but not his 40th birthday on date of application, and have two years' college or its equivalent.

The application should be accompanied by (1) a letter from the candidate in his own handwriting to the Commandant, U. S. Marine Corps, requesting a commission as aviation ground officer and outlining briefly his education, career and service record; (2) a birth certificate under the seal of office of issue; (3) a Navy medical officer's certificate.

All candidates recommended will be considered by a selection board at Marine Corps Headquarters. Those selected will be commissioned as second lieutenants and, where necessary, ordered to the Aviation Ground Officers School at Quantico, Va. Men appointed from the first three pay grades will receive temporary appointments in the Marine Corps or its reserve; those from below the first three grades will receive permanent appointments in the reserve.



Official U. S. Navy photograph

CAMPAIGN RIBBONS lend color to group at Purdue as V-12 trainees (left) swap combat yarns with two veterans (right) assigned to unit as consultants.

# 'A Rather Full Day'

*The following report was written aboard a Navy rescue vessel by a Hell-diver pilot the day after he participated in a strike by carrier aircraft against Iwo Jima in the Volcano Islands.*

IT all started yesterday morning when, at 0845, I was awakened gently but firmly out of my sack and was told that I was going on the first strike. That in itself was a change from the planning of the day before, since I had not been scheduled to take off until the second strike, which was at about 1400.

After a quick briefing and a bite of breakfast, we manned our planes. Proceeding to kill some more time sitting in the cockpit, we finally took off at 1000.

After about an hour and 20 minutes the target came into view. It was a very innocent looking little island.

The ack-ack wasn't too bad to start with; but as we got closer, it got thicker—and I mean thick! It was a hell of a time to be thinking of a song, but that verse of *I Want To Go Home* that goes "Time says that ack-ack's a beautiful sight, Life paints a picture of tracers at night, But this stuff we hear is real, up close it loses appeal" kept running through my mind. About the time I got to that last line it was push-over point. I saw what looked like a Betty (Japanese twin-engine bomber) below me on the edge of the runway and aimed my bomb at it.

About then things started happening pretty fast. At 6,500 feet a nice big black puff of smoke appeared right in front of me. I don't know whether it was 40-mm. or bigger, but I didn't feel anything hit the plane. I released at 2,500 feet and started to get out of the local area, which was getting rather crowded with those nice black puffs.

All this time Harvey—who is my rear seat man and is the best in the business as far as I'm concerned—was getting a rear view of the whole action. He said he was going to take some pictures of the damage we had done. (I think I hit something that burned, because there was quite a column of smoke when I glanced back.)

Harvey had no sooner mentioned the camera than all hell broke loose in the engine. Smoke started pouring from under the cowl, and the engine started running very rough. My cylinder-head temperature had jumped to 290 degrees. I noticed my windshield was well covered with oil, and my oil pressure had dropped to between 15 and 20 pounds. It suddenly dawned on me that we had been hit and that our chances of ending up in the briny deep were good.

Just as I was telling Harvey to prepare for a water landing and to get the raft out, I saw one of our boys go in. When I saw him he was at about 1,000 feet and going straight down. There was nothing but a big splash

and explosion. Nothing else.

We were still losing power and altitude. At about 300 feet the plane began to hold her own at 110 knots, and I found time enough to call Lieut. Banker [another pilot in the same attack] on the air and tell him what was the matter. He said for me to join up on him, and me barely making 110 knots! I also noticed that two of our fighters were covering me by this time. I had hoped the plane would keep flying; but just as I came into what I thought was the wind, she started to freeze up for good. So down we went.

While all this was going on, I had managed to get out of my parachute harness and tighten my shoulder straps. There was quite a splash when we hit but not too much of a bump.

By the time I got out Harvey had the raft out and was starting to in-



With Harvey's help I . . . managed to drag myself in . . .

flate it. A corking good job on his part. Harvey was yelling at me to get in the raft, but I was trying to get the small raft in the front seat out. I finally gave that up as a bad job and dove off the trailing edge of the port wing. By this time the raft had drifted 30 or 40 feet from the plane and was moving fast. I reached it by swimming but was rather worn out.

With Harvey's help I got my gear

off and into the raft and managed to drag myself in too. Both of us were pretty well worn out, and the nervous reaction was beginning to take effect on us. This consisted mostly of what is commonly known as the "dry heaves."

We put a dye marker in the water immediately and waved at the planes circling us to let them know we were OK. We then settled down to the routine of bailing water out of the raft and getting sick. This went on until we were picked up, which was about 1445.

We had been in the water about three hours. Harvey and I both must have dozed off, as the time seemed to pass very quickly. Since our chances of getting picked up were almost 100%, we didn't worry too much; or maybe we were too tired to worry.

Our first sign that we were about to be picked up came when some fighters started buzzing us. They dropped a couple of smoke bombs to mark us, and we threw dye marker around like mad, me getting most of it on myself. When the rescue vessel came into view—and what a beautiful sight it was—Harvey and I almost fell overboard trying to wave at it.

Aboard, we got a hot shower, clean

dry clothes, cigarets, coffee, hot soup—all you had to do was name it and you could have it. After being introduced all around and trying to put something in my stomach, which wouldn't stay, I hit the sack. When I woke up it was time for chow, and it stayed down this time.

After a bull session, I turned in for the night, winding up what I would call a rather full day.

# New List of 'Battle-Star' Operations

A revised list of operations and engagements for which stars may be worn on area service ribbons has been issued by Cominch. The new list (NDB, 15 Jan. 1945, 45-18) includes the Marianas operation (10 June-27 Aug. 1944) in the Asiatic-Pacific Area and the invasion of Southern France (15 Aug.-25 Sept. 1944) in the European-African-Middle Eastern Area, and makes some revisions in the previous list (INFORMATION BULLETIN, October 1944, p. 66).

The complete new list follows. See also item on "Smaller Stars Authorized," p. 73.

## Asiatic-Pacific Area Service Ribbon

PEARL HARBOR-MIDWAY 7 Dec. 1941  
WAKE ISLAND 8-23 Dec. 1941  
PHILIPPINE ISLANDS OPERATION (Including other concurrent Asiatic Fleet operations) 8 Dec. 1941-6 May 1942  
NETHERLANDS EAST INDIES ENGAGEMENTS (Only one star for participation in one or more of the following):  
Makassar Strait 23-24 Jan. 1942  
Badoeng Strait 19-20 Feb. 1942  
Java Sea 27 Feb. 1942  
PACIFIC RAIDS—1942 (Only one star for participation in one or more of the following):  
Marshall-Gilbert Raids 1 Feb. 1942  
Air Action off Bougainville 20 Feb. 1942  
Wake Island Raid 24 Feb. 1942  
Marcus Island Raid 4 March 1942  
Salamaua-Lae Raid 10 March 1942  
CORAL SEA 4-8 May 1942  
MIDWAY 3-6 June 1942  
GUADALCANAL-TULAGI LANDINGS (Including First Savo) 7-9 Aug. 1942  
CAPTURE AND DEFENSE OF GUADALCANAL 10 Aug. 1942-8 Feb. 1943  
MAKIN RAID 17-18 Aug. 1942  
EASTERN SOLOMONS (Stewart Island) 23-25 Aug. 1942  
BUIN-FAISI-TONOLAI RAID 5 Oct. 1942  
CAPE ESPERANCE (Second Savo) 11-12 Oct. 1942  
SANTA CRUZ ISLANDS 26 Oct. 1942  
GUADALCANAL (Third Savo) 12-15 Nov. 1942  
TASSAFARONGA (Fourth Savo) 30 Nov.-1 Dec. 1942  
RENNEL ISLAND 29-30 Jan. 1943  
CONSOLIDATION OF SOUTHERN SOLOMONS 8 Feb.-20 June 1943  
ALEUTIANS OPERATION (Only one star for participation in one or more of the following):  
Komandorski Island 26 March 1943  
Attu Occupation 11 May-2 June 1943  
NEW GEORGIA GROUP OPERATION (Only one star for participation in one or more of the following):  
New Georgia-Rendova-Vangunu Occupation 20 June-31 Aug. 1943  
Kula Gulf Action 5-6 July 1943  
Kolombangara Action 12-13 July 1943  
Vella Gulf Action 6-7 Aug. 1943  
Vella Lavella Occupation 15 Aug.-16 Oct. 1943  
Action off Vella Lavella 6-7 Oct. 1943  
PACIFIC RAIDS—1943 (Only one star for participation in one or more of the following):  
Marcus Island Raid 31 Aug. 1943  
Tarawa Island Raid 18 Sept. 1943  
Wake Island Raid 5-6 Oct. 1943  
NEW GUINEA OPERATION 4 Sept. 1943-(Date to be announced later)  
TREASURY-BOUGAINVILLE OPERATION (Only one star for participation in one or more of the following):  
Supporting Air Actions 27 Oct.-15 Dec. 1943  
Treasury Island Landing 27 Oct.-6 Nov. 1943  
Choiseul Island Diverston 28 Oct.-4 Nov. 1943  
Occupation and Defense of Cape Torokina 1 Nov.-15 Dec. 1943  
Bombardment of Buka-Bonis 31 Oct.-1 Nov. 1943  
Buka-Bonis Strike 1-2 Nov. 1943  
Bombardment of Shortland Area 1 Nov. 1943  
Battle of Empress Augusta Bay 1-2 Nov. 1943  
Rabaul Strike 5 Nov. 1943  
Action off Empress Augusta Bay 8-9 Nov. 1943  
Rabaul Strike 11 Nov. 1943  
Battle off Cape St. George 24-25 Nov. 1943  
GILBERT ISLANDS OPERATION 13 Nov.-8 Dec. 1943  
MARSHALL ISLANDS OPERATION (Only one star for participation in one or more of the following):  
Air Attacks designated by CincPac on defended Marshall Islands targets 26 Nov. 1943-2 March 1944  
Occupation of Kwajalein and Majuro Atolls 29 Jan.-8 Feb. 1944  
Occupation of Eniwetok Atoll 17 Feb.-2 March 1944  
Attack on Jaluit Atoll 20 Feb. 1944

BISMARCK ARCHIPELAGO OPERATION (Only one star for participation in one or more of the following):  
Supporting Air Actions 15 Dec. 1943-(Date to be announced later)  
Kavieng Strike 15 Dec. 1943-(Date to be announced later)  
Kavieng Strike 25 Dec. 1943  
Kavieng Strike 1 Jan. 1944  
Green Islands Landing 4 Jan. 1944  
Bombardments of Kavieng and Rabaul 15-19 Feb. 1944  
18 Feb. 1944  
Anti-Shipping Sweeps and Bombardments of Kavieng 21-25 Feb. 1944  
Anti-Shipping Sweeps and Bombardments of Rabaul and New Ireland 24 Feb.-1 March 1944  
ASIATIC-PACIFIC RAIDS—1944 (Only one star for participation in one or more of the following):  
Truk Attack 16-17 Feb. 1944  
Marianas Attack 21-22 Feb. 1944  
Palau, Yap, Ulithi, Woleai Raid 30 March-1 April 1944  
Sabang Raid 19 April 1944  
Truk, Satawan, Ponape Raid 29 April-1 May 1944  
Soerabaja Raid 17 May 1944  
MARIANAS OPERATION (Only one star for participation in one or more of the following):  
Neutralization of Japanese Bases in the Bonins, Marianas and Western Pacific 10 June-27 Aug. 1944  
Capture and occupation of Saipan 11 June-10 Aug. 1944  
First Bonins Raid 15-16 June 1944  
Battle of Philippines Sea 19-20 June 1944  
Second Bonins Raid 24 June 1944  
Third Bonins Raid 3-4 July 1944  
Capture and Occupation of Guam 12 July-15 Aug. 1944  
Capture and occupation of Tinian 20 July-10 Aug. 1944  
Palau, Yap, Ulithi Raid 25-27 July 1944  
Fourth Bonins Raid 4-5 Aug. 1944  
ESCORT, ANTI-SUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (One star for participation in each of the following):  
USS *Navajo*—Salvage Operations 8 Aug. 1942-3 Feb. 1943  
Action off Vanikoro 17-21 July 1943

## European-African-Middle Eastern Area Service Ribbon

NORTH AFRICAN OCCUPATION (Only one star for participation in one or more of the following):  
Algeria-Morocco Landings 8-11 Nov. 1942  
Action off Casablanca 8 Nov. 1942  
Tunisian Operations 8 Nov. 1942-9 July 1943  
SICILIAN OCCUPATION 9-15 July 1943; 28 July-17 Aug. 1943  
9-21 Sept. 1943  
SALERNO LANDINGS  
WEST COAST OF ITALY OPERATIONS—1944 (Only one star for participation in one or more of the following):  
Anzio-Nettuno Advanced Landings 22 Jan.-1 March 1944  
Bombardments of Formia-Anzio Area 12 May-4 June 1944  
Elba and Pianosa Landings 17 June 1944  
INVASION OF NORMANDY (Including Bombardment of Cherbourg) 6-25 June 1944  
INVASION OF SOUTHERN FRANCE 15 Aug.-25 Sept. 1944  
ESCORT, ANTI-SUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (One star for participation in each of the following):  
Russian Convoy Operations 16 Dec. 1941-27 Feb. 1943  
Convoy ON-166 20-25 Feb. 1943  
Convoy UC-1 22-24 Feb. 1943  
Convoy SC-121 3-10 March 1943  
Convoy UGS-6 12-18 March 1943  
Convoy HX-233 16-18 April 1943  
Task Group 21.12 20 April-20 June 1943  
Task Group 21.11 13 June-6 Aug. 1943  
Task Group 21.12 27 June-31 July 1943  
Convoy MKS-21 13 Aug. 1943  
Task Group 21.14 25 Sept.-9 Nov. 1943  
Convoy KMF-25A 6 Nov. 1943  
Task Group 21.13 11 Nov.-29 Dec. 1943  
Task Group 21.14 2 Dec. 1943-2 Jan. 1944  
Task Group 21.12 7 March-26 April 1944  
Task Group 21.16 11-31 March 1944  
Convoy UGS-36 1 April 1944  
Convoy UGS-37 11-12 April 1944  
Convoy UGS-38 20 April 1944  
Task Group 21.11 22 April-29 May 1944  
Convoy UGS-40 11 May 1944  
Task Group 22.3 13 May-19 June 1944

## American Area Service Ribbon

ESCORT, ANTI-SUBMARINE, ARMED GUARD AND SPECIAL OPERATIONS (One star for participation in each of the following):  
Convoy SC-107 3-8 Nov. 1942  
Convoy ON-67 21-26 Feb. 1942  
Task Group 21.13 12 July-23 Aug. 1943  
Task Group 21.14 27 July-10 Sept. 1943  
Task Group 21.15 24 March-11 May 1944

**OFFICER'S FITNESS REPORT**  
NAVPERS-310A (REV. 8-64)

PLEASE TYPE THIS FORM  
If no typewriter is available use Ink but be sure all copies are legible.

DATE

1. NAME (last) (first) (middle) RANK AND CLASSIFICATION FILE NO.

SHIP OR STATION PERIOD OF REPORT DATE FROM DATE TO

DATE OF ASSIGNMENT TO PRESENT DUTY OCCASION FOR REPORT  
 DETACHMENT OF OFFICER REPORTED ON  DETACHMENT OF REPORTING SENIOR  REGULAR SEMI-ANNUAL  QUARTERLY  SPECIAL

2. DESCRIPTION OF DUTIES SINCE LAST FITNESS REPORT (List most recent first and describe accurately)

3. IF COURSES OF INSTRUCTION WERE COMPLETED DURING PERIOD OF THIS REPORT, LIST TITLE OF COURSE, LOCATION OF SCHOOL, LENGTH OF COURSE AND DATE COMPLETED. Are you physically qualified for Sea Duty?  Yes  No  Don't Know

4. IF AVIATOR, INDICATE NO. OF FLIGHT HOURS LAST TWO YEARS FOR EACH TYPE AIRCRAFT TYPE OF AIRCRAFT NO. OF HOURS TOTAL

5. MY PREFERENCE FOR NEXT DUTY IS: SEA SHORE KIND OF DUTY LOCATION

6. SECTIONS 6 THROUGH 12 TO BE FILLED IN BY REPORTING OFFICER  
 NAME OF REPORTING OFFICER RANK OFFICIAL STATUS RELATIVE TO OFFICER REPORTED ON  
 IS THIS OFFICER QUALIFIED TO PERFORM ALL HIS PRESENT DUTIES?  YES  NO  
 INDICATE MORE RESPONSIBLE DUTIES FOR WHICH HE IS IN TRAINING. (If none, so state) DATE OF EXPECTED QUALIFICATION

Comment on special or outstanding qualifications as well as any physical defects, which should be considered in determining the kinds of duty to which he should be detailed. Only comments on qualifications significant in detailing should be entered here. ANY COMMENTS REGARDING FITNESS FOR PROMOTION SHOULD BE ENTERED IN SECTION 12, ONLY.

FOR WHAT DUTIES IS HE RECOMMENDED?  
 ASHORE AFLOAT

7. FOR EACH FACTOR OBSERVED CHECK THE APPROPRIATE BOX TO INDICATE HOW THE OFFICER COMPARES WITH ALL OTHERS OF THE SAME RANK WHOSE PROFESSIONAL ABILITIES ARE KNOWN TO YOU PERSONALLY. DO NOT LIMIT THIS COMPARISON ONLY TO THE OTHERS NOW UNDER YOUR COMMAND. DO NOT HESITATE TO MARK "NOT OBSERVED" ON ANY QUALITY WHEN APPROPRIATE. NO ENTRY WHICH IS MADE IN THIS SECTION WILL BE CONSIDERED AN UNSATISFACTORY REPORT WHICH MUST BE REFERRED TO THE OFFICER FOR STATEMENT. ONLY ENTRIES DESIGNATED IN SECTIONS 8, 9, 11 AND 12 WILL BE SO CONSIDERED.

RATING FACTORS		Not Observed	Within Bottom 10%	Within Next 20%	Within Middle 40%	Within Next Top 20%	Within Top 10%
A. SEA OR ADVANCE BASE DUTY How does this officer compare in:  NOTE: ITEM (A) TO BE MARKED ONLY FOR OFFICERS ON SEA OR ADVANCE BASE DUTY DURING THE PERIOD OF THIS REPORT	1. STANDING DECK WATCHES UNDERWAY?						
	2. ABILITY TO COMMAND?						
	3. PERFORMANCE IN PRESENT DUTIES AS DESCRIBED IN SECTION 2, ABOVE?						
	4. REACTIONS DURING EMERGENCIES?						
	5. PERFORMANCE AT BATTLE STATION OR IN BATTLE DUTIES?						
B. INITIATIVE AND RESPONSIBILITY How well does this officer:	1. ASSUME RESPONSIBILITY WHEN SPECIFIC INSTRUCTIONS ARE LACKING?						
	2. GIVE FRANK OPINIONS WHEN ASKED OR VOLUNTEER THEM WHEN NECESSARY TO AVOID MISTAKES?						
	3. FOLLOW THROUGH DESPITE OBSTACLES IN CARRYING OUT RESPONSIBILITIES ASSIGNED OR ASSUMED?						
C. UNDERSTANDING AND SKILL How well does this officer:	1. GRASP INSTRUCTIONS AND PLANS GIVEN TO HIM?						
	2. USE IDEAS AND SUGGESTIONS OF OTHERS?						
	3. RATE IN TECHNICAL COMPETENCE IN HIS SPECIALTY, IF ANY? (Name Specialty)						
D. LEADERSHIP How well does this officer:	1. INSPIRE SUBORDINATES TO WORK TO THE MAXIMUM OF THEIR CAPACITY?						
	2. EFFECTIVELY DELEGATE RESPONSIBILITY?						
	3. TRANSMIT ORDERS, INSTRUCTIONS, AND PLANS?						
	4. ORGANIZE HIS WORK AND THAT OF THOSE UNDER HIS COMMAND OR SUPERVISION?						
	5. MAINTAIN DISCIPLINE AMONG THOSE UNDER HIS COMMAND OR DIRECTION?						
E. CONDUCT AND WORK HABITS How does this officer compare in:	1. ABILITY TO WORK WITH OTHERS?						
	2. ABILITY TO ADAPT TO CHANGING NEEDS AND CONDITIONS?						
	3. MILITARY CONDUCT—BEARING, DRESS, COURTESY, ETC.?						

8. INDICATE YOUR ATTITUDE TOWARD HAVING THIS OFFICER UNDER YOUR COMMAND, WOULD YOU: (Check one)  
 DEFINITELY NOT WANT HIM? (UNSATISFACTORY)  PREFER NOT TO HAVE HIM? (UNSATISFACTORY)  BE SATISFIED TO HAVE HIM?  BE PLEASED TO HAVE HIM?  PARTICULARLY DESIRE HIM?

9. CONSIDERING ALL OFFICERS OF THE SAME RANK WHOSE PROFESSIONAL ABILITIES ARE KNOWN TO YOU PERSONALLY, WOULD YOU PROMOTE HIM: (Check one)  
 UNDER NO CIRCUMSTANCES? (UNSATISFACTORY)  IF 80% WERE PROMOTED?  IF 70% WERE PROMOTED?  IF 50% WERE PROMOTED?  IF ONLY 10% WERE PROMOTED?  WERE TO BE PROMOTED?  
 9b. How many Officers are included in the group used for the comparison in 9a?  10 OR LESS  10 TO 50  OVER 50

10. COMMENT IN SECTION 12 AND GIVE REFERENCE HERE TO ANY COMMENDABLE OR ADVERSE REPORTS THAT HAVE BEEN MADE ON THE OFFICER DURING THIS PERIOD.

11. HAVE YOU ANY ADVERSE COMMENTS TO MAKE REGARDING THIS OFFICER'S QUALITIES OR PERFORMANCE? HAS HE ANY MENTAL OR MORAL WEAKNESS WHICH ADVERSELY AFFECTS HIS EFFICIENCY?  YES  NO 'If yes, explain in Section 12. UNSATISFACTORY. Yes in either Item of Section 11 constitutes an unsatisfactory report and must be referred to the officer for statement.

12. Give in this space a clear, concise appraisal of the officer reported on and his performance of duty, including any worthy of special mention. Include recommendations as to promotion. Any statements of unsatisfactory performance, ability, character, or conduct must be referred to the officer for statement. Statements of a constructive nature which refer to minor imperfections or lack of qualifications do not constitute an unsatisfactory report. For example: "This officer was a little slow in getting started but is now making good progress" or "This officer is well qualified in his present duties but has had no experience at sea" would not be unsatisfactory in nature.

Check one of these boxes — I CONSIDER THIS REPORT TO BE  SATISFACTORY  UNSATISFACTORY

SIGNATURE OF OFFICER REPORTED ON (Applies only to Sections 1 through 5) SIGNATURE OF REPORTING OFFICER (If additional space is needed attach extra sheet) HAVE YOU READ THE ATTACHED INSTRUCTION SHEET?

# New Fitness Report Form Adopted

An improved form for reporting on the fitness of officers of the Navy, designed to provide a more comprehensive and realistic picture of their qualifications and performance than in the past, has been adopted by the Navy.

The new form, reproduced on the opposite page, will provide more useful information to BuPers in detailing officers and to selection boards in judging their qualifications for promotion.

It requires reporting seniors to rate their junior officers by:

- Comparing them with other officers, using percentage groups, instead of measuring them against the 4.0 arbitrary standard of perfection.

Two additional copies of bracketed sections of report at left will provide separate records of officer's experience and qualifications.

- Answering specific questions about them instead of using the previous very general names of traits or characteristics, which

meant different things to different people.

The new form, NavPers 310A, is now being distributed to supersede the old fitness-report forms, NavPers 310 and 311.

In addition to providing a more clearly delineated description of experience and performance, it is an improvement from the standpoint of efficient mechanics and has been geared into other BuPers procedures devel-

oped during the war in the work of detailing officers.

Besides a page of instructions, with a work sheet on the back, the form has three pages. Page 1 (see opposite page) is the fitness report itself. This, as in the past, will be kept on file in BuPers in the officer's fitness-report jacket. Pages 2 and 3 repeat the upper part only of Page 1 and are arranged so as to be filled in as carbon copies of the original. Page 2, duplicating the first six sections of Page 1, is to be submitted with the original and will serve to keep up to date a separate record in BuPers of the officer's previous experience and qualifications for various types of duty. Page 3, the same as Page 2 except that it omits the blanks for "appraisal for detail purposes," will be placed in the officer's qualification-record jacket. Each officer below the rank of captain carries such a jacket with him on any permanent change of duty station as a guide to his new CO or personnel officer in assigning him properly (INFORMATION BULLETIN, November 1944, p. 16).

The revised form represents the work of many persons over a period of months, and reflects the comments and suggestions of more than a hundred officers of mature judgment to whom it was submitted for comment. The new rating factors are the boiled-down result of more than 200 questions which were considered.

Alnav No. 222-44 (NDB, 15 Dec. 1944, 44-1379), which announced the

new form, provided also that fitness reports on officers of the Navy—not of the Marine Corps or Coast Guard—are now to be submitted semiannually for all ranks, instead of semiannually for ensigns and annually for others. This increase in the frequency of reports was considered necessary in view of the tempo of promotions and the significant experience which officers are gaining during the war.

Periods to be covered by the reports on all officers of the rank of lieutenant, junior grade, and above will be the six months ending on the last day of February and August of each year. The periods for warrant officers, commissioned warrant officers and ensigns will be, for the time being, the six months ending on the last day of June and December.

Quarterly reports will continue to be submitted on captains and commanders who command units afloat, individual ships or operating commands. Periods covered by these reports will be the three months ending on the last day of February, May, August and November.

This arrangement of reporting dates was designed to stagger paper work on ships and stations and to avert conflict with dates on which material, inventory and other periodic reports are submitted.

Existing instructions for submission of reports upon any change of permanent duty of the officer or his reporting senior remain in effect.

## Standard Symbols in Use by U.S. Forces

TO make maps, charts and similar pictorial material mean the same thing to all men who use them, a set of standard symbols has been adopted for use by United States forces all over the world. The complete set of symbols is reproduced on the two pages which follow.

These symbols are intended for use in connection with photographic interpretation reports, photographs, mosaics, overlays, overprints, target charts, damage assessments, beach studies, maps and map substitutes made from aerial photographs, three-dimensional terrain models, etc.

Standard symbols are used to represent all kinds of information needed in military operations, such as terrain features, weapons, emplacements, obstacles, military areas, hydrography, damage, naval and air bases.

Their adoption as standard practice follows an agreement by the Joint Chiefs of Staff on 2 Aug. 1944, and they were prepared under the direction of CNO (Photographic Intelligence Center), Navy Department, with the concurrence of the Assistant Chief of Staff, G-2, War Department, and Assistant Chief of Air Staff, Intelligence, War Department. The symbols were announced for immediate use in an OpNav letter dated 14 Dec. 1944 to all ships and stations, Navy Department bureaus and Commandant, U. S. Marine Corps (NDB, 15 Dec. 1944, 44-1386).

In order to effect standardization of additional symbols required from time to time, proposed new symbols may be forwarded by initiating service agencies to the CNO (att: Op 16-V-P), Navy Department, Washington 25, D. C., for concurrence and dissemination.



Official U. S. Navy photograph

IT'S EASY to "read" a three-dimensional model like this, used here on way to invasion of Saipan. But most maps have to take such information and put it in some recognizable symbol form. To see how, turn to . . .

# STANDARD SYMBOLS

## FOR USE OF UNITED STATES FORCES

Unidentified	(?)
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### WEAPONS

#### ANTI AIRCRAFT

Heavy—75 mm and over.	
Automatic—13.2 to 40, mm	
Machine gun 6.5—7.7 mm	
Twin mount	
Triple mount	
Dual purpose	
Self-propelled (heavy)	
Railway (heavy)	
Ship	
Tower	

#### ANTI TANK

Heavy—over 75 mm	
Medium—50-75 mm	
Light—less than 50 mm	
Self-propelled (heavy)	

#### COAST DEFENSE

Super-heavy—over 240 mm	
Heavy—over 175 mm	
Medium—105-175 mm	
Light—less than 105 mm	
Howitzer—super-heavy over 240 mm	
Howitzer—heavy—over 175 mm	
Howitzer—medium—120-175 mm	
Howitzer—light—less than 120 mm	

#### FIELD ARTILLERY

Heavy—over 175 mm	
Medium—105-175 mm	
Light—less than 105 mm	
Self-propelled (heavy)	
Howitzer—heavy—over 175 mm	
Howitzer—medium—120-175 mm	
Howitzer—light—less than 120 mm	

#### MACHINE GUN (around defense)

Heavy	
Light	
Field of fire	
Mortar (annotate size)	
Mortar—barrage (annotate size)	
Railway gun	
Railway gun or turntable	
Rocket projector, single (annotate size)	

Rocket projector, multiple (annotate size)	
--	--

Vehicle, animal drawn	
Vehicle, armored	
Vehicle, motor	
Battery—No. of guns: numeral on right of appropriate symbol indicates number of pieces	
Gun size: Numeral left of appropriate symbol indicates size in millimeters	75
Weapons or emplacement destroyed	
Weapon, dummy	
Weapon, doubtful	

### EMPLACEMENTS

If material of which obstacle is constructed can be determined, add appropriate "material index" beneath symbol.

#### MATERIAL INDEX

C-concrete, L-log, M-masonry, W-wood, S-steel, E-earth

Bunker	
Casemate or blockhouse	
Emplacement, unoccupied	
Emplacement, covered	

**EXAMPLE**  
4-gun, 240 mm heavy coast defense battery in covered emplacements

Fire control center	
Fire control radar	
Fire control visual	
Fox hole—in quantity, outline area freehand & annotate	
Observation post	
Observation post, artillery	
Observation tower	
Pillbox—gun axis shows approx. direction of fire. Show size of gun if known.	
Sniper post	
Personnel shelters (A) above (B) below ground	
Strong point	
Trench, communication	
Trench, w/firing bays	
Trench, fire	
Weapons, pt, infantry	

### OBSTACLES

If material of which emplacement is constructed can be determined, add appropriate "material index" beneath symbol.

Anti-tank barrier	
Anti-tank ditch	
Anti-tank ditch, covered	
Barrage balloon	

Demolition charge	
Obstacles, fixed	
Obstacles, movable	
Stakes—plot position	
Road block demolition	
Road block partial	
Road block total	
Mines	
Mined area, land	
Mined area, water	
Mine field gap	
Wire, broad area	

Base of symbol indicates location of first strand. Depth of zone in feet is indicated by numerals.

Wire, concertina single	
Wire, concertina double	
Wire, single fence	
Wire, double fence	

### MILITARY AREAS

Barracks area	
Bivouac area	
Command post	
Command post area	
Military occupation	
New construction	
Park, armored:	
Park, engineer equipment:	
Park, motor:	
Park, ordnance:	
Stores, area:	
Area of stores to be inclosed in a solid ring.	

Ammunition	
Buried	
Coal	
Engineer (or chemical annotate 'g')	
Loose	
Lumber	
Oil or gas	
Water	
Tent area	
Tent	

### TERRAIN FEATURES

Blast wall—line conforms to shape of installation protected.	
--	--

Retaining wall	
Bridge:	
Indicate width in feet and construction material by "material index".	
Bridge, out	
Bridge, pontoon	
Building	
Building, buried	
Building dug in	
Building, revetted	
Building, under construction	
Cable	
Cable, buried	
Canal	
Cemetery	
Cliff	
Cliff, rocky	
Church	
Culvert	
Cut	
Dam	
Direction of flow	
Drainage ditch	
Excavation	
Fill	
Flood gate	
Ford	
Hospital	
Lake	
Lake, dry	
Lock	
Lock, double	
Path or trail	
Pipe line, buried	
Pipeline, overhead	
Pipeline, surface	
Railroad, double track	
Railroad, electrified	
Railroad, narrow gauge	
Railroad, single track	
Ridge line	
River or stream	
Road, primary	
Show numbers of lines in figures, minimum width of 1 line is 8 feet.	
Road, secondary	
Show number of lines in figures, minimum width of 1 lane is 8 feet.	
Sand dunes	
School	
Spring	
Stone fence	
Stream, bed	
Stream, intermittent	
Tank, buried	
Tank farm	

Tank, fuel	
Tank, gasometer	
Tank, water	
Tower, unspecified or obstruction	
Tower, water	
Underground entrance	

**VEGETATION**

Area of specific vegetative type (on photographs)	
Hedge	
Brush	
Coniferous forest	
Deciduous forest	
Grassland	
Mangrove	
Orchard or plantation	
Palms	
Rain forest or jungle	
Rice field	
Stump land	
Sugar cane	
Swamp forest	
Swamp or marsh	
Tree	
Tidal flats	
Overflowed land	

Areas containing the above or other vegetation types should be outlined and annotated with type indicated.

Slope	
Falls or rapids	
Well	
Well derrick	
Windmill	

**ELECTRONICS**

Direction finder	
Power station	
Power transmission line (obstruction)	
Power transmission line (not obstruction)	
Radar	
Radio navigational aid	
Radio station	
Radio transmitter	
Searchlight	
Searchlight—radar controlled	
Sound locator	
Tower, control	
Tower, light	
Tower, radio	
Tower, signal	

Telephone or telegraph line	
Transformer station	
Weather station	

**NAVAL AND HYDROGRAPHY**

<b>ANCHORAGES</b>	
Ship	
Ship, emergency	
Ship, w/complete facilities	
<b>BEACHES</b>	
Location and extent	
Gradient	
Center	
Left flank—from sea	
Right flank—from sea	

<b>BUOYS AND LIGHTS</b>	
Buoy, bell, etc.	
Buoy, lighted	
Buoy, unspecified	
Lightship	
Light, unspecified	
Crane	

<b>DANGERS</b>	
Danger, area	
Rock, awash	
Rock, sunk	
Wreck, awash	
Wreck, sunk	
Drèdge	
Dry-dock	
Dry-dock, floating	
Marine railway	
Net, submarine	
Net, torpedo	

<b>REEFS, BARS AND SHOALS</b>	
Edge of coral reef	
Edge of rock reef	
Sand bar	
Coral head—area	
Coral head—isolated	

<b>TIDES AND CURRENTS</b>	
Ebb	
Flood	
General	

<b>VESSELS</b>	
Merchant	
See JMST section of Jan No. 3 in P. I. Handbook	
Naval	
See standard designations in P. I. Handbook	

<b>WAVE AND SURF CONDITIONS</b>	
Breakers	
Surf line	

Additional symbols and abbreviations for hydrographic designations should conform to those published in H. O. No. 8

**AIRFIELDS AND SEAPLANE BASES**

Aircraft	
Aircraft damaged	
Aircraft, dummy	
Aircraft revetment	
Aircraft revetment under construction	
Aircraft shelter	
Airfield, complete facilities	
Airfield, refueling facilities	
Landing ground, no facilities	
Seaplane base, complete facilities	
Seaplane base, refueling facilities	
Seaplane, anchorage, no facilities	
Seaplane ramp	

**SPECIAL SYMBOLS**

<b>Depth &amp; Beach Studies</b>	
<b>BEACH MATERIAL</b>	
Mud or silt	
Sand	
Pebble	
Cobble	
Shingle	
Boulder	
Bed rock	
Kelp or seaweed	

<b>BOTTOM MATERIAL</b>	
Use same designations as for beach material.	
Sand bar above datum	
Sand bar below datum	
Sea wall	

<b>OBSTACLES, UNDERWATER</b>	
Obstacle, large, fixed	
Tetrahedron, ramp or hedge hog, fixed	
Tetrahedron, ramp or hedge hog, moveable	
Stakes, piles or rafts	
In line, show number of tetrahedra etc. between precisely located points.	
In multiple rows, show by line	
When used with wire or mines, use proper symbols. Use material index where known.	
as	
or	

**WAVE & SURF SYMBOLS**

For use in depth determination formulae	
Wave length	$L$
Distance outermost breakers from datum line	$L_b$
Wave period	$P$
Wave velocity	$C$
Wave height—trough to crest	$H$
Angle wave crest with bottom contours	$\alpha$
Angle of breakers with beach	$D$
Velocity of along-shore current in knots	$C_L$

Subscript "0" refers to valves in deep water—example.	$G_0$
Low water datum	
High water datum	
Soundings in fathoms	6
Soundings in feet	⑥
Contours, hydrographic	③
Critical line special purposes	---

**SPECIAL SYMBOLS**

<b>GENERAL COLOR INDEX</b>	
Cultural	Black
Plant growth	Green
Topography	Brown
Hydrography	Blue
Enemy defenses	Red

**DAMAGE ASSESSMENT**

<b>BOMB PLOT</b>	
Single bomb certain with crater	
Single bomb certain, no crater	
Single bomb probable, no crater	
One or more bombs certain in vicinity of arrowhead	
One or more bombs probable in vicinity of arrowhead	
Area of bursts	
Fire location	

<b>DAMAGE ASSESSMENT: For overlays</b>				
Agent	GOOD COVER ONLY		Medium & Poor cover & 1st Phase	
	Structural	Superficial	Roof disturbance	
H.E. alone				
H.E. plus fire				
Fire alone				
Doubtful				
Prior damage from Earlier raids			Damage not repaired	
			Damage repaired	

<b>REPAIR STUDIES: For overlays</b>		
Construction completed	New buildings	
	Superficial repairs	
	Structural repairs	
Construction in progress	Repair of damaged areas	
	New buildings	
Least activity	Damage cleared (possible preparation for repairs)	
	Site cleared or no action	

**COLOR INDEX**

<b>DAMAGE ASSESSMENT: For photographs</b>		
Note: Symbols are similar to those used on overlays with differentiation by color.		
H.E. alone		Green
H.E. plus fire		Purple
Fire alone		Red
Doubtful		Yellow

<b>REPAIR STUDIES: For photographs</b>		
Note: Symbols: outline for clearance completed, cross hatch for repairs in progress, solid for repairs completed.		
To structural damage		Purple
To superficial damage		Green
To roof disturbance		Yellow
First aid repairs		Blue
New buildings		Red
Condition of area or site (clearance or no action)		Black
Cloud obscured		
Smoke obscured		
Line of flight		
Nadir point		

## NEW BOOKS IN SHIP'S LIBRARIES

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

Since it is expected that paper-bound Armed Services Editions will provide the major portion of the recreational reading for the fleet and other units beyond continental United States, cloth-bound books supplied there will be largely non-fiction.

### FACT

**CHINA'S WARTIME POLITICS, 1937-1944** by Lawrence K. Rosinger. From this brief account of China's powerful political cross currents can be gained an appreciation of that country's problems and her strengths.

**COMBUSTION ON WHEELS** by David L. Cohn. The days of the Stanley Steamer, the reign of the Tin Lizzie and the era of the annual new model which came to an end 30 Jan. 1942, when the last Chevrolet left the assembly line—all this is recalled in this humorously thoughtful tale of the automobile age in America.

**FOREIGN POLICY BEGINS AT HOME** by James P. Warburg. Stimulating discussion of relationships between the United States and other peoples, the history of our foreign policy, prospects for peace and how we can improve those prospects.

**GARIBALDI** by Nina Brown Baker. While Italy's fate and future hang in the balance, this book tells the timely story of a great Italian patriot and champion of the oppressed.

**A GREAT TIME TO BE ALIVE** by Harry Emerson Fosdick. The writer challenges us to accept these distressing times, not with a negative attitude of defeatism, but with the determination to live creatively and positively.

**JAPAN AND THE JAPANESE** by the editors of Fortune magazine. Careful and thorough job designed to show what makes a Japanese the way he is.

**LENINGRAD** by Alexander Werth. Returning to Leningrad, the city of his birth, then under siege by the Germans, Werth found the people courageous and determined, expecting and achieving the impossible.

**ONE DAY ON BEETLE ROCK** by Sally Carrighar. Literally one day on Beetle Rock in the high Sierras with the spotlight on the animals whose home it is. Accurate detail, keenly observed and told with a sensitiveness that borders on fantasy.

**OUR JUNGLE DIPLOMACY** by William F. Sands and J. M. Lalley. Revealing and provocative book about U. S.-Latin American relations of forty years ago, before the days of the Good Neighbor policy.

**RECREATION FOR MEN** by The National Recreation Association. Stunts and tricks and mystery and guessing games as well as plenty of suggestions for outdoor games and water sports.

**SANK SAME** by William B. Mellor Jr. Story of the modern Minute Men who drove the Nazi submarine invaders from our shores.

**THE SECOND CHANCE: AMERICA AND THE PEACE** edited by John B. Whitton. A group of thoughtful men consider the problems of building a lasting peace, pointing out the mistakes made after the last war in an effort to plan more wisely for this "second chance."

**SNOWSHOE COUNTRY** by Florence Page Jacques. A beautifully written and illustrated account of a winter spent on the border between Minnesota and Canada.

**TAKE THEM UP TENDERLY** by Margaret Case Harriman. Double-edged profiles of theatrical people, entertainers and movie people. Witty, amusing, illuminating.

**THAT VANISHING EDEN** by Thomas Barbour. Florida seen by a naturalist. An album of discoveries and personal enthusiasms, ranging from shell mounds to alligators and crocodiles. It's good reading, and it's the Florida you haven't read about in the travel advertisements.

**THERE WERE TWO OF US** by Vera Maynard Osborn. Childhood and youth of an inseparable brother and sister in a Michigan town. Wholesome and nostalgic.

**A VALLEY AND ITS PEOPLE** by R. L. Duffus and Charles Krutch. TVA, symbol of "cooperative power," and America's most modern experiment. A picture book accompanied by strong lyric prose.

### FICTION

**BUCKSKIN MARSHAL** by Will Ermine. Steve Gant, U. S. marshal, plays it safe and slow trying to smoke out the land hungry Ducker and his

League of Drovers until an attempted train robbery provides him with his evidence.

**CRY WOLF** by Marjorie Carleton. Feverish entertainment, splicing adventure with mystery and romance, as Sandra picks the wrong hero and finds herself involved with murder and madness.

**DEAR BABY** by William Saroyan. Snatches, sketches and fragments about Saroyan's favorite people.

**GREAT SON** by Edna Ferber. Seattle and the Klondike in gold rush days seen partly through flashbacks from life of the fabulous Melendy family.

**GREEN HAZARD** by Manning Coles. Further adventures of Tommy Hambleton of the British Secret Service. This time, while in pursuit of a formula for a powerful explosive, he stages a grand explosion under the nose of Herr Goebbels—and escapes.

**I'LL HATE MYSELF IN THE MORNING** and **SUMMER IN DECEMBER** by Elliot Paul. In the first of these Homer Evans, busy with a corpse on a transcontinental train, finds life further complicated by Mormons, Indians, and a mobster. In the second there's counter-espionage in Chile and plenty of local color.

**JUMPER** by Nicholas Kalashnikov. From the windswept plains of Siberia comes the story of a real horse whose adventures may well compete with "Smoky" and "Black Beauty."

**THE 17TH LETTER** by Dorothy Disney. Action plus for Paul Strong and his wife as they take over the job of a murdered friend. There's only a theatre program as a clue to start them off. War prisoners, sabotage, and Canadian Mounties.

**TROOPERS WEST** by Forbes Parkhill. Colorful story of Indians and the Old West, with a young Army doctor as the chief character. Lieut. MacArthur, sent to settle an Indian dispute, fails to secure a parley and finds himself and his men overpowered.

**TRY AND STOP ME** by Bennett Cerf. Bennett Cerf knows a funny story when he sees one, and what's more he knows how to tell it.

## NEW BOOKS IN THE ARMED SERVICES EDITIONS

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

These books are special editions of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible. Send any comments you may have, or inquiries, to BuPers.

Books currently being shipped are:

- O- 1—Shelley, SELECTED POEMS
- O- 2—Gibran, THE PROPHET
- O- 3—Mulholland, THE ART OF ILLUSION
- O- 4—Grayson, THEY PLAYED THE GAME
- O- 5—Hudson, TALES OF THE PAMPAS
- O- 6—Faulkner, PLOWMAN'S FOLLY

O- 7—Gilpatric, MR. GLENCANNON IGNORES THE WAR

O- 8—Kober, MY DEAR BELLA

O- 9—Siodmak, DONAVAN'S BRAIN

O-10—Nye, WILD HORSE SHORTY

O-11—Goodhue, JOURNEY INTO THE FOG

O-12—Forester, THE AFRICAN QUEEN

O-13—White, LOST WORLDS

O-14—Hope, I NEVER LEFT HOME

O-15—Gann, ISLAND IN THE SKY

O-16—McNichols, CRAZY WEATHER

O-17—Burnett, NOBODY LIVES FOREVER

O-18—Runyon, RUNYON A LA CARTE

O-19—Jackson, THE LOST WEEKEND

O-20—Russell, SELECTED SHORT STORIES

O-21—Simenon, ON THE DANGER LINE

O-22—Burrroughs, THE RETURN OF TARZAN

O-23—Sturgis, MEN LIKE GODS

O-24—Hergesheimer, THE THREE BLACK PENNYS

O-25—Spearman, SELWOOD OF SLEEPY CAT

O-26—Helmericks, WE LIVE IN ALASKA

O-27—Gaither, THE RED COCK CROWS

O-28—James, SELECTED GHOST STORIES

O-29—Williams, LEAVE HER TO HEAVEN

O-30—Kossak, BLESSED ARE THE MEEK

O-31—Wolfe, LOOK HOMEWARD, ANGEL

O-32—Cannon, LOOK TO THE MOUNTAIN

# PONTOONS

## 3-Year-Old War Babies Have Important Role in Amphibious Operations

Pontoon gear that can quickly be assembled into self-propelled barges, lighters, piers, floating drydocks or tugs has played a vital role in nearly all our amphibious operations.

The Navy's present types of pontoon gear were designed three years ago and have proved so successful that no important changes in basic design have been required.

The pontoons are manufactured in two types. The standard section is rectangular in shape, five feet by seven and five feet deep. A second type, seven feet by seven and the same depth as the other, has one end curved for use as the prow on barges. Both types are of welded construction, capable of withstanding an internal pressure of 25 pounds per square inch and an external pressure submerged to a depth of 28 feet.

Supplies of pontoons are placed aboard invasion-bound ships and are assembled en route by the Seabees. At the scene of operations the pontoon assemblies are put over the side and floated into position. (See Seabees, page 46.)

When used as lighters, barges and tugs, the pontoons are fitted with special propulsion units of either the outboard or inboard type. Such units can make up to eight knots. They get supplies ashore equally well on rock-bound coasts or sandy beaches.

A pontoon assembly which is used the first day of invasion as a temporary wharf can soon be converted into a lighter. A few men with wrenches can do the job.

During the invasion of Kwajalein, according to Rear Admiral Alva D. Bernhard, USN, now an atoll commander, pontoons manned by Seabees were "lifesavers in getting heavy equipment, ordnance and material ashore with dispatch." There all material unloaded from LSTs traveled over pontoon causeways, and they have proved equally useful in other landings.

One of the most ingenious uses of pontoons has been as floating drydocks for repairing small craft. Many vessels that otherwise could not have been repaired without towing them hundreds or thousands of miles have been repaired on the spot. To submerge the drydock, a controlled amount of water is admitted to the deck pontoons; to raise it, the water is expelled by compressed air.

Official U. S. Navy photograph

**AT RIGHT:** This floating highway of pontoon sections was used to unload supplies at Kwajalein.



# LETTERS TO THE EDITOR

This column is open to "official communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding channels, nor is it intended to substitute for the policy of obtaining information from local commands in all possible instances. Communications may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

## UNIFORM SCUTTLEBUTT

SIR: Scuttlebutt is still floating around about a gray uniform for enlisted men. Is there anything in the wind?—A.D.G., BM2c, USNR.

• As announced in the April 1944 INFORMATION BULLETIN, p. 68, the plans for a gray twill working uniform for enlisted men (below CPO) were deferred in order to utilize all available textile-finishing equipment in the production of olive drab, which is used by the Navy as special clothing for personnel serving ashore at overseas bases and afloat in the amphibious force. That situation remains unchanged.—ED.

## DOCTORED PHOTO

SIR: In the August 1944 INFORMATION BULLETIN, p. 7, is an official U. S. Marine Corps photograph of a marine falling to the ground after being hit by a Jap mortar shell.

Strangely enough, the September 1944 Cosmopolitan magazine carries a story on page 37 entitled "Doctors Are Targets, Too," illustrated with a photograph purported to show a medical corpsman falling after being hit by a German sharpshooter.

To us, the two pictures look alike except that the man in the second one has a red-cross armband and no gun. Are the medics trying to steal the Marines' credit?—R.L.J., WT2c, USNR.

• Your suspicion that the second photo had been doctored up is well founded. But don't blame the medics. The "What's Going On" column on page 4 of the December 1944 Cosmopolitan explains the situation this way: "THE MARINES HAVE LANDED—right on my editorial neck! All the way from Brigadier General Robert L. Denig down to a couple of privates, they arrived in force by telephone and V-Mail to protest our use of Marine Corporal Angus Robertson's dramatic picture taken in combat on Saipan, to illustrate Albert Maisei's article in the September issue entitled "Doctors Are Targets, Too," which described the Normandy invasion. Yes, Marines, we did brush out the weapon in the original photograph, and yes, we did add the armband! Why? Because when Mr. Maisei arrived from Normandy with the first load of wounded evacuated to America by air, we pulled out an article already in the issue, gave Mr. Maisei twenty-four hours to write his story and started hunting for illustrations. No photograph of a doctor shot in combat was available anywhere. We had to dramatize Mr. Maisei's facts. Cpl. Robertson's picture, one of the greatest photographs of the war, could do it, we felt. Our purpose was sound, to bring the war home to readers; our method was in error, for combat pictures are documentary and should never be open to doubt or question. This is what we told General Denig and he accepted our explanation." This note was signed F. W., initials of the editor of Cosmopolitan.—ED.

## PRESIDENTIAL UNIT CITATION

SIR: The list for the Presidential Unit Citation in the November 1944 INFORMATION BULLETIN, p. 36, failed to include the U. S. Naval Hospital, Pearl Harbor, 7 Dec. 1941, which I believe also received this honor.—N.T.S., Comdr., (MC) USNR.

• The hospital to which you refer has not received the Presidential Unit Citation.—ED.

## HOW TO WEAR RIBBONS

SIR: In the November 1944 issue, under "Manner in Which Ribbons Are Worn," p. 34, the INFORMATION BULLETIN says: "The arrangement by seniority is from top down and from inboard outboard."

Many officers have worn their oldest ribbons on the bottom row, according to date qualified (except for ribbons denoting decorations, which precede them, of course), then added a row or rows above the first bar as needed.

If service ribbons are worn as described in the article, whenever a new ribbon is added, all others must be moved. As regulations require that the ribbons be sewed on the blue service uniform, it is a tailoring job to add a new ribbon.

Please publish the reference to the regulation which establishes the manner in which ribbons are worn, as described in the INFORMATION BULLETIN.—W.H.W., Capt., (MC) USN (Ret).

• The manner in which ribbons are to be worn was provided for by BuPers Circ. Ltr. 107-42 (NDB, cum. ed., 42-343), and issued as an addition to Art. 15-2(d) of Uniform Regs.—ED.

## PROMOTION OF RESERVES

SIR: If the date of rank of an ensign, A-V(N), USNR, were 1 July 1943, he would have been eligible for promotion to lieutenant (jg) by the 1 Oct. 1944 Alnav. However, had this same officer's designation been changed any time prior to 1 October, would he have been eligible for promotion—since in the transition from A-V(N) to A-V(S) he would have been placed in an inactive duty status for one day? The block promotion Alnavs read "whose continuous active duty in their respective rank began within the period . . . etc."

Can you refer me to any provision which expressly waives this one day's inactive duty status for promotional purposes of reserve officers?—M.J.P., CY, USNR.

• Prior to Alnav 1-45 (see page 78) there was no directive which expressly waived, for promotion purposes, the one day's break in continuous active duty of reserve officers transferred from A-V(N). However, in all cases of such officers, who would otherwise have been eligible under previous promotional directives, BuPers recommended to the Secretary of Navy, upon their request, that the promotion be effected by individual letters of appointment.—ED.

## ARMY VS. NAVY SHIPS

SIR: Recently we heard that the Army has more ships than the Navy. Is this correct?—J. C., Ftc.

• No. The Army has a "navy" of some 15,000 non-combatant units; the Navy, as of 30 Dec. 1944, had in commission 61,045 vessels of all types. For details on the Army's navy, see October 1944 INFORMATION BULLETIN, p. 28.—ED.

## WAVES IN WASHINGTON

SIR: Would you please publish how many Waves are now in the service? It would also be interesting to know to what extent women have replaced men in the Navy Department in Washington, D. C.—L.M.R., Cox., USNR.

• The Women's Reserve enrollment, as of 30 Nov. 1944, was 82,761. Approximately 50% of the total uniformed personnel on duty in the Navy Department in Washington, D. C., are Waves.—ED.

## NAVAL VESSELS LOST

SIR: The December 1944 INFORMATION BULLETIN, p. 23, listed the U. S. naval vessels lost during this war. Several of the ships listed were manned partly or completely by Coast Guard personnel. How come this was not indicated?—W. J. D., Y2c, USCGR.

• Since the Coast Guard operates as part of the Navy in wartime, the phrase "U. S. naval vessels" was properly used to cover those manned by personnel of both services. Who manned which was merely one of many details necessarily omitted to keep the reports brief.—ED.

## "MAN OVERBOARD!"

SIR: About 10 months ago, when our tanker was docked in India with a deck cargo of P-40s, we had aboard an Army second lieutenant as security officer. One night when I was getting ready to hit the sack, I heard somebody yell, "Man over-

board!" I ran to the poop deck and saw several men on a Liberty ship anchored nearby pointing a flashlight into the water. I saw a man splashing in the water and I threw him a life-ring. Then I jumped in. I landed about three feet from him, got hold of his head and helped him get hold of the life-ring. We then hit out for shore. It was the second looney, who had fallen over the stern when he lost his balance while sitting on the railing.

Some of the men tell me I may be eligible for the Navy life-saving award. Can you tell me what to do to get it?—D.A.C., Sic.

• To be considered for the award, you would have to be recommended by your immediate superior officer, who may forward recommendations to the Secretary of Navy via official channels, or to the delegated authority under whom the vessel was operating at the time of the rescue. Recommendations should contain complete details and, if practicable, the testimony of at least one witness. A proposed citation should also accompany the recommendation. For details see SecNav ltr., dated 7 March 1944, to all ships and stations (NDB, 15 March 1944, 44-266).—ED.

## YEOMAN RATING

SIR: Recently the rating of storekeeper was broken down into three classes. This would naturally reduce the qualifications previously required for the former storekeeper rating, and give men with talents for the specialized fields more of an opportunity to qualify for the higher ratings. I would like to suggest that the rating of yeoman be broken down into: (1) stenographical (shorthand) yeoman; (2) general detail yeoman. Has a change of this kind ever been considered, or is it now being considered by BuPers?—C.C.K., Y2c.

• The suggestion you make has been considered by BuPers on several occasions, but disapproved. No change, either in the shorthand qualification or the yeoman rating structure, is contemplated at present.—ED.

## WARSHIP DISASTERS

SIR: Has the Navy Department designated a ribbon or other insignia for naval personnel who are survivors of warship disasters, such as is worn by members of the merchant marine?—E.J.R., SK2c, USNR.

• No.—ED.

## BILL IN CONGRESS

SIR: In the July 1944 INFORMATION BULLETIN, p. 25, an item said a bill had been presented to Congress to provide for the presentation of medals to members of the Antarctic Expedition of 1939-41. Was the bill approved?—R.J.M., CBM, USNR.

• The bill to which you refer (S-1910) was passed by the Senate on 14 Dec. 1944, and was then sent to the House for consideration. As no action was taken there on this bill before the adjournment of the 78th Congress, it died a natural death. To be reconsidered it would have to be resubmitted to the new 79th Congress.—ED.

## INVENTIONS

SIR: I have worked out a machine which will fry eggs sunnysideup, soft boil eggs and fry potatoes to perfection. This machine could operate on a chow line and give the crew uniformly cooked, hot-off-the-grill eggs, as well as cook other foods, which would help the chow lines run through faster.

Is there any procedure which a man in the service should follow in calling an invention to the attention of the Navy Department?—H.C.R., SC3c.

• The rights of, and regulations covering, officers and men in the naval service, as well as civilian employees of the naval establishment, who have inventions which they wish to submit to the Navy are found in General Order 31, issued 13 May 1945 (INFORMATION BULLETIN, August 1944, p. 70).

Details relative to inventions may be addressed to the Secretary of the Navy (at:—Office of Inventions), via official channels. The OO's endorsement should include a report as to the circumstances under which the invention was conceived.—ED.

## TUGBOATS

SIR: An article entitled "A' Fleet: Our Roving Advance Bases" in the November 1944 INFORMATION BULLETIN, p. 6, contains this statement: "The AFT (fleet tug) is the most powerful in the world."

Having served aboard one of these 3,000-horsepower tugs, I know their grace, speed and power, and I always regarded them as the most powerful tugs in the world—until informed otherwise.

The Dutch claim that distinction for the *Zwarte Zee*, 4,200 h. p. Closely following are the British tugs *Grouler*, *Bustler*, *Hesperia* and *Samsonia* of 4,000 h. p. The British also have the *Marauder*, *Bandit* and *Buccaneer* of 3,000 h. p.

Who is right in his claims?—J.S.B., Lt. (JG), USNR.

• *Enthusiasm for the valuable services of our own tugs was perhaps responsible for our unintentionally overlooking those of our British and Dutch allies.*

Your information is partly correct. The Netherlands' *Zwarte Zee* (4,200 h. p.) is the world's most powerful tug. The British tugs of the *Bustler* class are, however, listed at 3,200 h. p., and, in addition to those you have mentioned, include the *Award* and *Mediator*. British 3,000 h. p. tugs (known as the *Brigand* class) include, in addition to those you listed, the *Brigand*, *Freebooter* and *Nimble*.—ED.

## DRESS BLUE JUMPER

SIR: Is the regulation dress blue Navy jumper which is now authorized for enlisted men the same design as the one which was worn before the war? If not, when was the design changed, and may old ones still in good condition be worn?—L.E.F., RDM2c.

• *Prior to 31 Mar. 1944 the dress blue jumper was manufactured with a draw-string through the hem in the bottom. This string was eliminated by a change in Uniform Regs., Art 5-30, contained in BuPers Circ. Ltr. 97-44 (NDB, 31 March 1944, 44-383) which requires that the jumper hang straight so that it will fully cover the top of the trousers. However, until such time as the draw-string type jumpers now in possession are worn out and the supply is exhausted, they may be worn.*—ED.

## MAILMAN RATING

SIR: As I enlisted in the regular Navy, I was not eligible for the Sp(M) rating. However, since 1941 I have had two years of Navy mail work. While on duty at the FPO in New York City, I struck for and received a Y3c rating. Later I was assigned to duty with the fleet, where I advanced to Y2c.

Even though our ship has no complement for the new MAM general-service rating, for which I would now be eligible, I am wondering if it would be possible for me to change to this rate?—M.R.McF., Y2c, USN.

• *No changes or advancements to MAM ratings are being authorized by BuPers except as provided for in BuPers Circ. Ltr. 263-44 (NDB, 15 Sept. 1944, 44-1069), in accordance with which specialists M and other rated personnel may be changed to MAM aboard those ships and stations having vacancies in complement for this rating.*—ED.

## FLATTOP INSIGNIA

SIR: So far the Navy has authorized insignia for enlisted personnel in minecraft, Seabee units, torpedo boats squadrons and the amphibious forces. Is an insignia contemplated for personnel serving aboard aircraft carriers? I believe a great number of flattop men would appreciate an appropriate insignia being issued.—F.H.O., CY, USNR.

• *No such insignia is now contemplated. However, personnel of any rating other than aviation branch attached to and serving in the air department of carriers for a period of not less than three months are required by BuPers Circ. Ltr. 28-43 (NDB, cum. ed. 43-525) to wear the distinguishing mark illustrated at the right. Men in the seaman branch wear this aviation general utility specialty mark midway between the elbow and wrist of the left sleeve, and all others wear it on the right sleeve.*—ED.



Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

## 24-HOUR CLOCK

SIR: We have had considerable discussion over the contention that the use of the 12-hour clock, with a. m. and p. m., is "lubberly." Those of us who have been attached to operations in aviation units used the 24-hour clock exclusively. Our attention, however, has been drawn to the fact that Navy Regs in various places uses a. m. and p. m. We would like an opinion from you on the subject and any information as to whether and when the 24-hour clock was officially adopted by the Navy.—W.E.S., Lt. Comdr., USNR.

• *Article 1032 of Navy Regs, which was put into effect on 15 July 1921, says in paragraph (3): "The use of the 24-hour day, with the time expressed as a four-figure group, the first two figures denoting the hour and the second two figures denoting the minutes, is authorized for the naval service in correspondence as well as dispatches, using the civil day commencing at midnight, expressed as 0000." References to a. m. and p. m. in Navy Regs are removed as individual articles are changed.*—ED.

## PURCHASE OF PUBLICATIONS

SIR: Is it permissible for an enlisted man to purchase a personal copy of these official publications: Navy Regs, Naval Courts and Boards, and BuPers Manual?—D.C.R., CY(T), USN.

• *Navy Regs costs \$1.50 and Naval Courts and Boards \$1.10 from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. The BuPers Manual is not offered for sale. While it is known a binder for Navy Regs can be purchased for \$2.75 from Remington Rand, Inc., 1615 L St., N.W., Washington 25, D. C. and a binder for Naval Courts and Boards is available for \$2.00 from the Sieber Loose-Leaf Co., 212 South 7th Blvd., St. Louis, Mo., it is possible that other firms may be able to supply similar binders on order.*—ED.

## TRANSPORTATION FOR WIFE

SIR: In your December 1944 issue, p. 38, was a letter from a CPHM who was married during the 30-day delay allowed for him to report to his new permanent duty station after returning from overseas. You said that he was eligible for reimbursement for his wife's transportation, not to exceed what the cost would have been from his last permanent duty station to his new permanent duty station.

I would like to know, then, if I am eligible for transportation at Government expense for my wife, whom I married in Omaha, Neb., while on a 15-day leave from my permanent duty station in Miami, Florida, where I returned at the end of the leave?—J. B., Sp(X)2c.

• *Had you been married while on leave between permanent duty stations, you would be eligible for transportation at Government expense for your wife on the same basis as was the CPHM. However, since you had no permanent change of duty orders, you are not eligible under Art. 2505 (1) of Navy Travel Instructions, which provide that petty officers second class or above are eligible for transportation for their dependents and household effects on a permanent change of station.*

If you should receive orders for a permanent change of station you would then be eligible for transportation for your wife up to an amount equal to the cost of transportation from your present station to the new one.—ED.

## OFF-DUTY CIVILIAN JOBS

SIR: I understand the Army has on certain occasions permitted servicemen to work in essential civilian war industries to help ease the critical manpower shortage. What is the Navy's policy?—B.E.S., CY, USNR.

• *In accordance with BuPers Manual, Arts. D-10204 (1) and H-1707, it has been the policy of BuPers to grant permission for naval personnel to accept civilian employment in times of public emergency, providing their employment in no way interferes with the regular hiring of local civilians, and where such employment will not interfere with the performance of naval duties. The emergency, however, must be of such a nature as to require immediate remedying, and the employment of such personnel must be at no cost to the Government.*

Personnel are not permitted to engage in such civilian employment without first obtaining official approval. Requests for permission to accept civilian employment not of an emergency nature, but considered as meritorious, must be forwarded through channels for a decision by BuPers.—ED.

## RECRUIT PROMOTION

SIR: Is there any regulation which says that a man is automatically a S2c after four months in the Navy?—G.N., AS, USNR.

• *No. However, Recruit Rating Directive No. 5 (Pers-67-Bt P17-2/MM), dated 13 May 1944, provides that upon completion of recruit training advancements from pay grade 7 shall be made from AS to S2c, F2c or Bug2c, and from StM3c to StM2c.*—ED.

## SEA OR FOREIGN DUTY

SIR: How can a CSp(T) get duty aboard a ship or at an overseas base?—B.J.M., CSp(T), USNR.

• *To be assigned to duty afloat or at an overseas base, it would be necessary for a CSp(T) to be changed to a general service rating. A letter dated 9 April 1943 from the Chief of Naval Personnel directs commandants and COs of training stations and COs and officers-in-charge of training schools to effect changes to general service ratings of equal pay grade of physically and professionally qualified men in Sp(T) ratings.*—ED.

## DEATH GRATUITY

SIR: I understand that the Navy continues a man's pay for six months after his death, if the death occurred in line of duty and not due to his own misconduct. If the man had neither wife, child nor dependent relative, could the death gratuity be paid to a designated non-dependent relative?—J.A.O'M., S1c, USN.

• *The Act of 22 May 1928 (as amended), which authorizes the payment of the six months death gratuity, provides that if there is no widow or child, payment shall be made to any other dependent relative previously designated by the deceased. If there is no widow, child or previously designated dependent relative, it may be paid to any grandchild, parent, sister, brother or grandparent shown to have been dependent on the deceased prior to his death. For the purpose of payment the determination of dependency is vested in the Secretary of Navy, or his designated subordinate, and that determination is conclusive.*—ED.

## NO ARMED GUARD INSIGNIA

SIR: I've heard that an insignia, similar to the one worn by the Amphibs, has been authorized for Armed Guardsmen. Can you give me any information?—T.J.S., Cox, USNR.

• *The "AG" block-letter insignia, which was originally authorized to be worn as a distinguishing mark by Armed Guard personnel, was canceled by BuPers Circ. Ltr. 53-43 (NDB, cum. ed., 1943, 43-843). No other insignia for the AG has since been authorized.*—ED.

## ADVERTISEMENT

SIR: By the time the copies of the INFORMATION BULLETIN which we receive each month get passed around the ship, they are just about worn out. Occasionally they seem to get side-tracked some place along the line, too, and we don't always see the magazine. Is there any way a man can obtain a personal copy each month?—R. F., FC1c, USNR.

• *See page 70.*—ED.

## BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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

FEBRUARY 1945 NAVPERS-O NUMBER 335

All dates used are local time at scene of action unless otherwise indicated.

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

## STEPPING UP THE PACE

WITH the invasion of Luzon, the Navy's air strikes at the Asiatic mainland, and the B-29 raids on Japan herself from Saipan, the war in the Pacific has taken a new turn. We are stepping up the pace. As a result, the fruits of more than three years of fighting are now ripening.

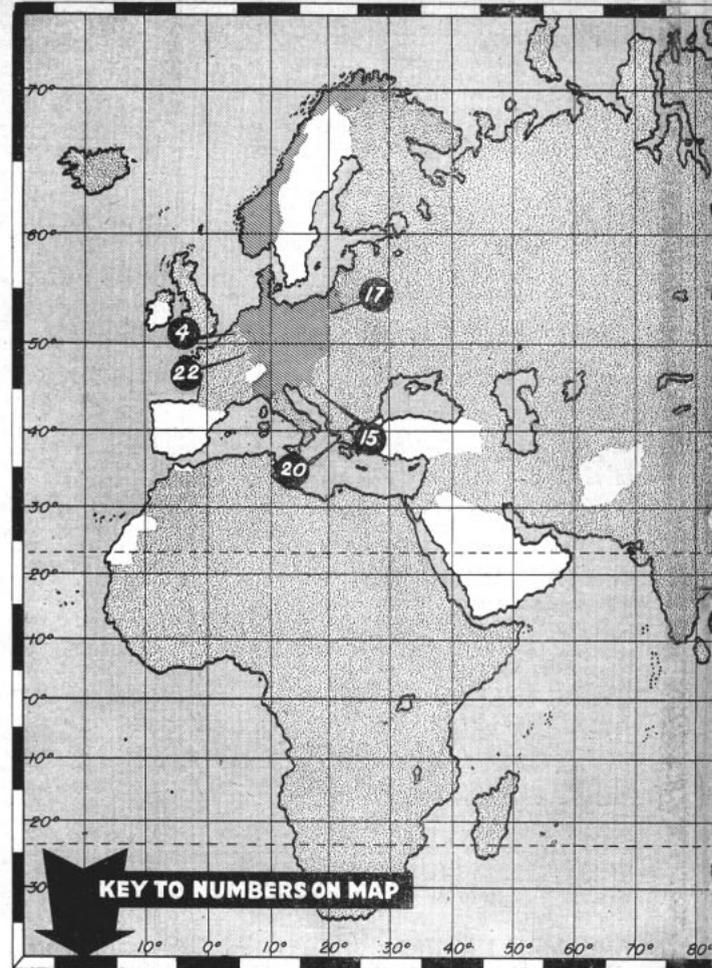
These, however, are only first fruits. We know that final victory will require even more of us than the fighting to date.

As we renew our own efforts, the Home Front is putting on more steam too. Production quotas are being raised, steps are being taken to insure more war-job workers, civilian-goods output is being curtailed anew, and rationing is increasing again to guarantee that the needs of war will be met.

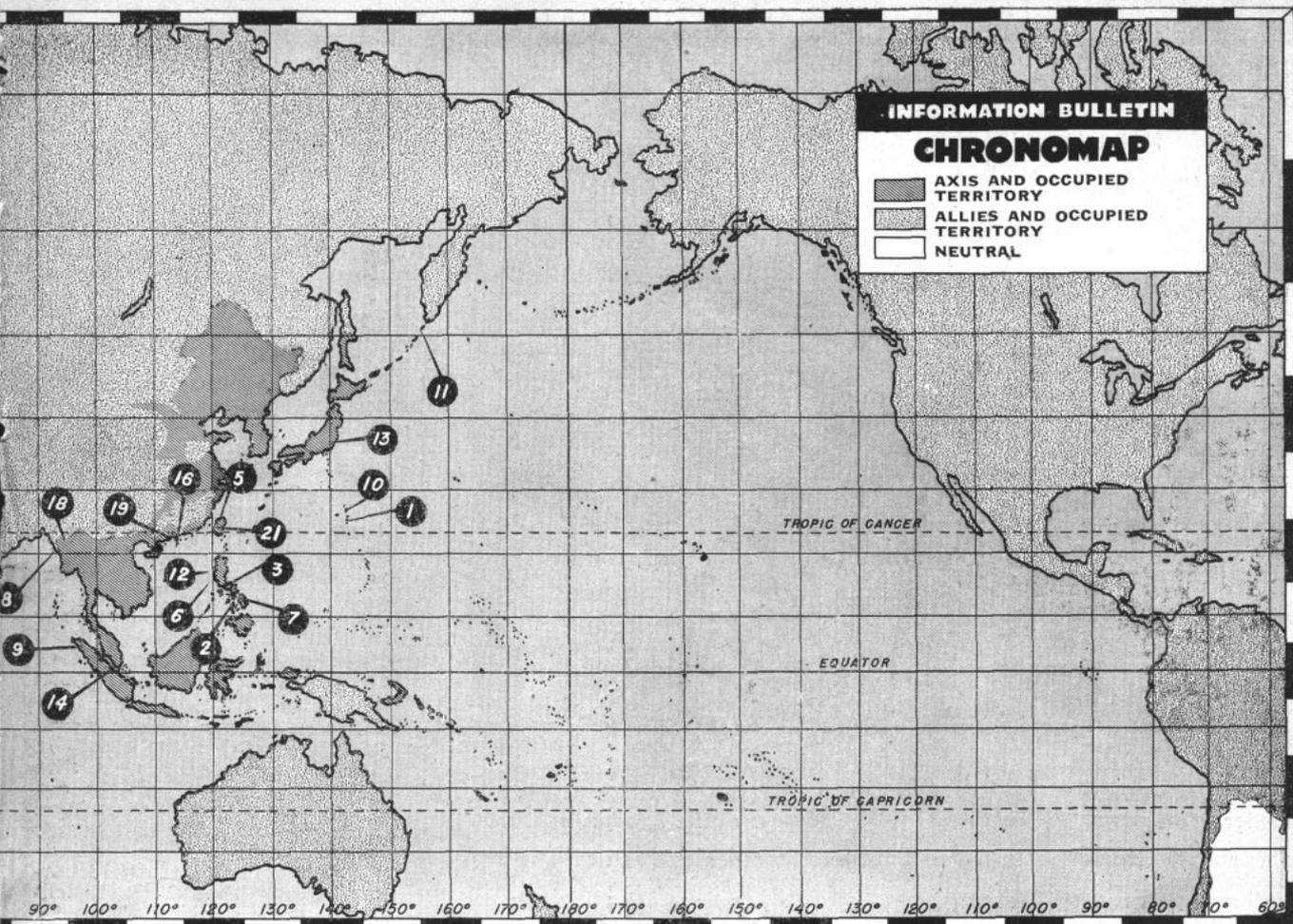
The year 1944 has brought success and added momentum to our advancing forces. But the Pacific is an ocean of fantastic distances. The road to Tokyo is rough and long. While we are stepping up the pace, the enemy has just begun to defend his Home Empire.

## QUOTES OF THE MONTH

- *Brig. Gen. Anthony C. McAuliffe, USA*, in answer to a German surrender ultimatum at Bastogne: "NUTS!"
- *Fleet Admiral King*: "Our enemies are harassed on all fronts; we are taking advantage of every opportunity to destroy their war making 'machinery' and their will to take freedom from the world. Nor do we now have to wait for opportunities to present themselves—we are 'arranging' opportunities."
- *Gen. Masaharu Homma*, former Japanese commander in Chief of the Philippines: "It is to be assumed that the Japanese Grand Fleet will now abandon its passiveness and will deal the enemy . . . the same blows that have been dealt Eisenhower's forces in Europe."
- *Fleet Admiral Nimitz*: "I foresee an unhappy 1945 for the Japanese."
- *U.S. Marine*, asked to pose with the souvenirs he brought back after 30 months overseas: "The only souvenir I brought back . . . is the seat of my pants. I could hold that."
- *President Roosevelt*: "As the United Nations enter upon a truly total offense against their enemies, it is vital that total offense should not slacken because of any less than total utilization of our manpower on the home front."
- *General of the Army H. H. Arnold*: "We may safely say that Germany today does not possess the air power necessary to sustain a decisive offensive."
- *Prime Minister Churchill*: ". . . nothing should induce us to abandon the principle of unconditional surrender and enter into any form of negotiations with Germany or Japan, in whatever guise such suggestions may present themselves, until the act of unconditional surrender has been formally accepted."



- KEY TO NUMBERS ON MAP
1. U. S. ships, B-29s, Liberators hit Iwo Jima (23 Dec.).
  2. Americans take Palompon in Leyte landing (24 Dec.).
  3. Jap battleship, cruiser damaged and 3 destroyers sunk attempting to hit U. S. positions on Mindoro (26 Dec.).
  4. U. S. troops relieved at Bastogne (27 Dec.); Allies halt Nazi offensive in Belgium and go over to offensive (28 Dec.); Germans withdraw (20 Jan.).
  5. U. S. carrier planes attack Formosa and Okinawa Jima, destroying or damaging 331 Jap planes, 95 ships (2-3 Jan.).
  6. 35 Jap ships sunk or damaged by U. S. planes in Subic Bay and Lingayen Gulf (2-3 Jan.).
  7. U. S. troops take Marinduque Island (4 Jan.).
  8. British-Indian troops, in amphibious operations along Burma coast, land on Akyab Island (4 Jan.), at Myebon (12 Jan.) and on Ramree Island (20 Jan.).
  9. British carrier planes hit Sumatra refineries (4 Jan.).
  10. U. S. Fleet units shell Chichi and Haha Jima (5 Jan.).
  11. U. S. ships shell Paramushiru in Kurils (5 Jan.).
  12. U. S. troops under naval and air cover land from 800 ships at four points in Lingayen Gulf area of Luzon (8 Jan.); take Tarlac, 58 m. from Manila (20 Jan.).
  13. B-29s bomb Tokyo (8 Jan.).
  14. B-29s attack Singapore naval base (10 Jan.).
  15. Russians occupy 75% of Budapest (10 Jan.).
  16. 3d Fleet planes attack Jap convoys and installations in Indo-China area, sinking or damaging 69 ships, 162 planes (11 Jan.).
  17. Red Army starts huge offensive (13 Jan.); captures Warsaw (17 Jan.); drives across Silesian frontier to within 195 miles of Berlin (20 Jan.).
  18. British enter Wetlet in Burma (13 Jan.).
  19. 3d Fleet planes attack Formosa and China coast cities of Swatow, Amoy, Hong Kong (13-15 Jan.).
  20. Truce ends 42-day Greek civil war (15 Jan.).
  21. B-29s hit Formosa (16 Jan.).
  22. Nazi troops drive within 14 miles of Strasbourg (19 Jan.); French troops counterattack (20 Jan.).



# THE MONTH'S NEWS

PERIOD 21 DECEMBER THROUGH 20 JANUARY

*Luzon Invaded as 3d Fleet Planes Bomb China Coast; Reds Open Winter Drive*

## The War

These were the headlines last month:

Americans Land on Luzon, Drive Toward Manila. . . 3d Fleet Planes Hit China Coast. . . Nazis Halted and Pushed Back in Belgium. . . Red Army Launches Huge Offensive, Takes Warsaw, Invades Germany. . . B-29s Increase Tempo of Raids on Japan. . . Allied Subs Take Big Toll of Jap Shipping.

Pouring ashore from 800 ships at four points in Luzon's Lingayen Gulf area, on 8 January, an American force, estimated in press reports at up to 100,000 men, cut off most of the Jap-held areas in the Philippines from the enemy homeland and moved swiftly toward Manila, 107 miles from the beachheads. Supported by terrific before-during-and-after sea and air coverage, the landings were made with light casualties. By 20 January General MacArthur had sent his motorized spearheads to within 58 miles of the Philippine capital.

As the amphibians struck at Luzon, in the biggest operation of that kind so far in the war against Japan, Pacific Fleet carrier forces dealt slashing

blows at enemy ships, planes and installations along a huge arc extending from the Ryukyu Islands southwest through Formosa and down the China coast from north of Hong Kong to Indochina. (For details of these coordinated offensives, see p. 2.)

Prior to the Luzon landings General MacArthur announced that the Leyte-Samar campaign had been completed at a cost to the Japs of 113,221 men and 2,748 planes. Our personnel casualties were 11,217, including 2,623 killed.

Far to the northeast our surface forces, together with Army and Navy planes, battered Jap positions on Iwo Jima in the Volcano Islands and on Chichi Jima and Haha Jima in the Bonins. And, at opposite ends of the long Pacific front, U.S. naval units shelled Paramushiru in the Kurils as British carrier planes smashed oil refineries on Sumatra.

U.S. and British submarines operating in the Pacific came in for their share of the kill last month with U.S. subs sinking their first aircraft car-

## LAST MARCH

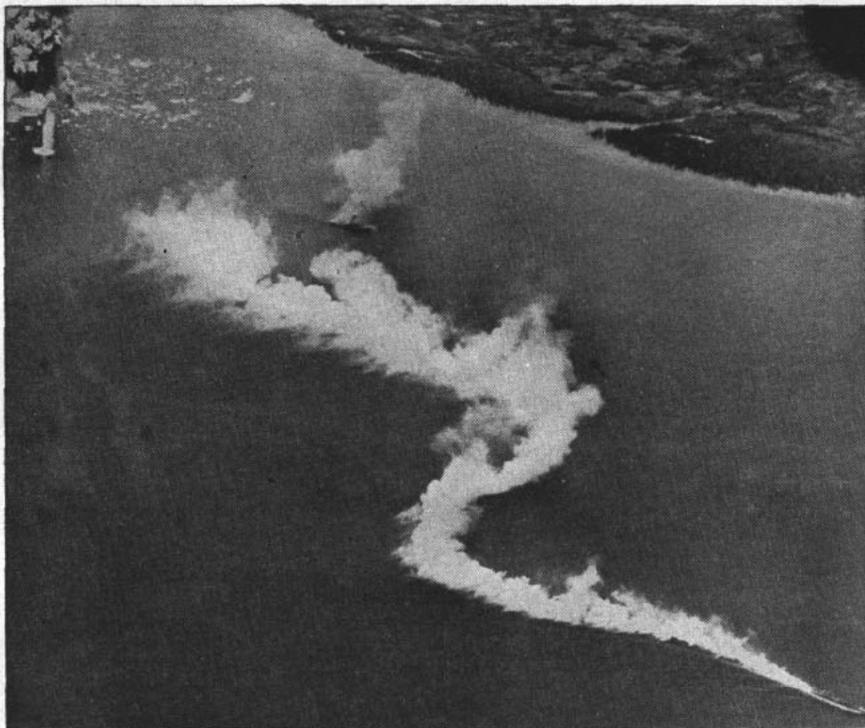


Kurils, our forces in the Southwest Pacific pressed on toward the Philippines by landing on Manus Island in the Admiralties.

## MARCH 1945

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

**What will we do this year?**



Official U. S. Navy photograph

JAP SHIPS trying to reinforce Leyte in Philippines are shown under attack by 3d Fleet carrier planes. Vessel at upper left takes bomb hit as another, center, goes down. At lower right a Jap DD lays smoke screen.

rier and 50 other ships, including 10 combatant vessels, and the British undersea craft sinking 84 enemy supply ships.

B-29 Superfortresses, flying from bases in the Marianas, China and India, struck crippling blows at Japan's crumbling empire with concentrated attacks on the Mitsubishi aircraft plant at Nagoya in Japan, the naval base at Singapore and military and industrial targets at Tokyo, Omura, and the Kobe-Osaka area in Japan, at Formosa and at Nanking in China.

In the China-Burma-India theater the picture was also good. The first series of movable air bases began operating in China. British troops in Burma took Kabo, 75 miles from Mandalay, on 1 January, and then began clearing the Ledo-Burma supply route. By the middle of the month the first motor convoy slated for China in two and a half years arrived at Myitkyina, Burma, from India. At the end of the month only one obstacle, at Wanting, was blocking the supply route.

Along the west coast of Burma Indian and British troops made three landings that threatened Rangoon. Not a shot was fired when the amphibious forces captured Akyab Island, important port on the Burma coast. Other forces went ashore eight days later, on 12 January, 32 miles south of Akyab, landing behind retreating Japanese troops. On 20 January British troops, jumping another 50 miles, invaded Ramree Island below Akyab.

The Japs, guarding against possible Allied landings on the Asiatic coast, landed troops in northeastern Fukien province.

In Europe, meanwhile, Allied forces resumed their big squeeze on Ger-

many from the east and west as Russian troops, starting a huge five-army offensive, captured Warsaw and drove across the Silesian border to within 195 miles of Berlin, and U.S., French, Canadian and British troops shrank the Nazi salient in Belgium and pushed the enemy back toward his Siegfried Line defenses.

On the western front the Nazis had started an offensive in the middle of December which carried them 51 miles into Belgium and across the Luxembourg border before they were halted by the Allies. Stubborn resistance of Allied troops all along the front was typified at Bastogne, where the commander of encircled U. S. troops rejected a German surrender ultimatum with an emphatic "Nuts."

Units at Bastogne held out against overwhelming forces until they were rescued on 27 December by U.S. 3d Army troops. The next day no German gains were reported in the salient, and the Allies went over to the offensive in bitter cold and snow alternating with sudden thaws. As the sky cleared, U.S. planes went to the aid of the ground troops, flying as many as 13,000 sorties with 6,000 planes in a single day.

From the north and south Allied armor pinched the Belgium bulge. The northern forces, comprising the U.S. 1st and 9th Armies and units from other Allied armies, were under Field Marshall Sir Bernard L. Montgomery, who took over the northern forces from Lt. Gen. Omar Bradley after the initial German attack had breached the communications of the 12th Army Group (U.S. 1st, 3d and 9th Armies). Gen. Bradley continued in command of the southern forces.

By 20 January the Allies had retaken most of the salient and were forcing a new entrance to the Reich from the Netherlands. However, the Germans were not retreating in other sectors. With the occupation of Stettmatten, Dalhunden and Dengolsheim, they had created a solid front along the Rhine from Lauterburg to Gamsheim. By 20 January they were within 14 miles of Strasbourg, capital of Alsace.

The War Department announced American losses in the Belgium salient from 15 December to 7 January were not quite 40,000, including 18,000 missing, most of which were believed to have been taken prisoner. German losses were put at 90,000.

Allied air forces in Europe wound up the biggest year in the history of aerial warfare by sending more than 2,000 American heavy bombers and fighters to blast oil refineries, railroad yards, bridges and U-boat yards throughout Germany. When the Luftwaffe rose to intercept them, 78 German planes were shot down. Round-the-clock bombing continued all month.

On the Eastern front the Russian Bear came out of semi-hibernation on 13 January with more fury than the world has ever seen and hurled five armies against the Germans in a drive that by 20 January had brought about the fall of the Polish cities of Warsaw, Lodz, Cracow and Tarnow.

Hammering 31 miles into East Prussia, the Russians, with powerful air support, also were forcing the encirclement of the Junker stronghold. Other Soviet columns swept 25 miles along the highway from Warsaw, captured the East Prussian industrial city of Tilsit and advanced to within 195 miles of Berlin.

All in all, Red armies were slashing ahead on a 650-mile front from East Prussia to Czechoslovakia. The Moscow radio reported: "Catastrophe has fallen on the German armies in Poland. The entire eastern front has collapsed. Only immediate surrender can help the Germans now." Meanwhile more of Budapest was cleared of German troops.

At 0100 on 15 January a truce was

### CASUALTY FIGURES

Casualty figures among naval personnel through 20 January totaled 83,841. Total since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	21,192	10,991	8,469	2,536	43,188
U. S. Marine Corps	10,219	26,725	902	1,942	39,788
U. S. Coast Guard.	572	194	99	....	865
<b>Total .....</b>	<b>31,983</b>	<b>37,910</b>	<b>9,470</b>	<b>4,478</b>	<b>83,841</b>

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

signed between Leftists and British-Greek Government troops, putting an end to the 42-day civil war in Greece. The truce was arranged to allow resistance representatives and the Greek Government to meet and work out their fundamental differences. Earlier, Prime Minister Churchill had traveled to Athens to help settle differences, and Archbishop Damaskinos was appointed regent pending a decision by the Greeks on whether they wanted their king to return.

## NAVY NEWS

• Sinking a 9,000-ton enemy seaplane tender and two armed escort vessels would be a good night's work for a whole aircraft squadron. Lt.

(jg) William B. Sumpter, USN, did it all by himself. Flying a Catalina patrol bomber at masthead-height, he bagged his three prizes with four bombs during a recent night attack on enemy shipping in the southern Philippines.

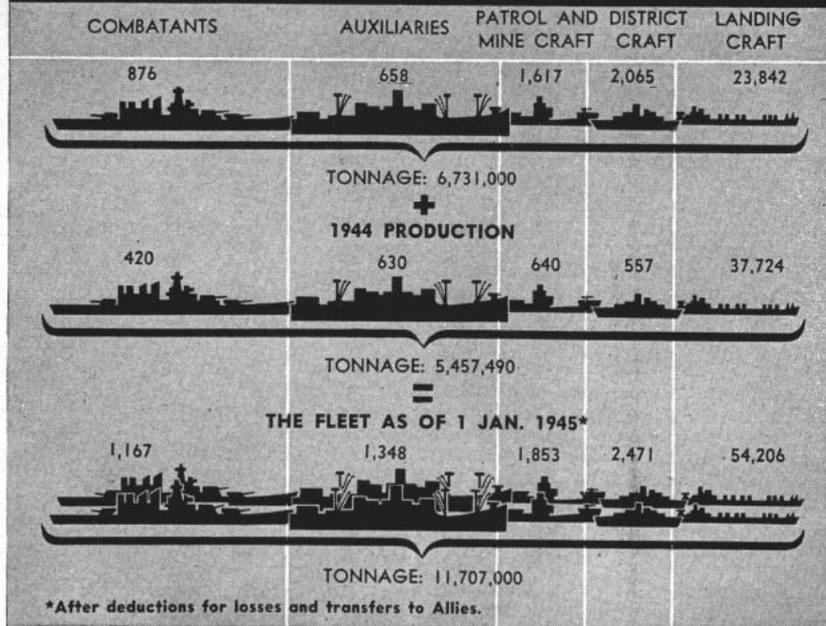
• The Navy last month revealed to the public additional details on the landing ship, dock—which in reality is not a landing ship at all but a combination transport, landing-craft ferry and repair ship. The LSD, used primarily to carry non-oceangoing landing craft to landing areas, is over 457 feet long, has a beam of 72 feet and is armed with 40-mm. and 20-mm. AA guns. The ships are not designed to be beached and, unlike the bulk of the landing craft family, are given names of their own instead of numerical designations. In addition to having accommodations for its own crew, the LSD has quarters for its "cargo personnel." It is equipped with cranes for loading smaller craft for transport and repair and has within its hull a machine and woodworking shop. Plans for the ship were developed by a naval architecture firm in cooperation with BuShips and based on preliminary plans made by the British.

• In keeping with the Navy custom of assigning names of places in the U. S. to many categories of naval vessels, 310 transports and cargo vessels—APs, APAs, AKs and AKAs—now bear the names of counties. Since a ship is named for all counties of that name in the various states, 629 counties are represented. The USS *Clay* and USS *Union* top the list of namesakes, each representing counties in 18 states.

• Twenty-two thousand servicemen crammed Furlong Stadium, Hawaii, on 7 January for the "Poi Bowl" football game and saw the Navy All Stars defeat an Army Air Force team, 14 to 0, for the championship of the Pacific Ocean Areas.

• NATS sky fighters have jumped another 1,000 miles westward and are now flying daily trips to Leyte in the Philippine Islands. One R4D a day flies the long ocean hop from Manus in the Admiralties, via Peleliu, to Leyte. In 30 minutes the plane is ready for the return flight. Addition of the 1,000-mile trip brings the total route mileage of NATS Pacific Wing

### 1944 PRODUCTION NEARLY DOUBLED NAVY'S SHIP TONNAGE



## Navy Enters Fourth War Year With Fleet of 61,045 Vessels

The Navy started the new year with 61,045 vessels, including more than 54,000 landing craft, and 37,000 aircraft of all types. This was revealed recently by a Navy Department report on 1944 production.

Of 30,070 aircraft produced for and accepted by the Navy last year, the report disclosed, 26,401 were of tactical combat types—10,000 more fighting planes than in 1943. Ordnance production last year, measured in cost figures, totaled \$2,800,000,000; 1943 production was \$1,800,000,000.

From 1 Jan. 1942 through 1944, the report showed, \$66,682,000,000

was paid out by the Navy for materials of war, including the expense of training and outfitting personnel. Of the three-year total, \$26,657,000,000 went for ship construction, repair and maintenance; \$11,500,000,000 for aircraft procurement and maintenance and \$6,000,000,000 for ordnance.

In the shipbuilding figures used in the report (and in the pictographs above and below) 1941, 1942 and 1943 figures represent ship completions, the 1944 figures ship commissionings; 1944 figures are actual for 1 January through 30 November, estimates for December.

### U. S. NAVAL PRODUCTION BY TYPE, 1941-44

	1941	1942	1943	1944
BATTLESHIPS	2	4	2	2
AIRCRAFT CARRIERS	1	1	15	8
BATTLE CRUISERS	0	0	0	2
HEAVY CRUISERS	0	0	4	2
LIGHT CRUISERS	1	8	7	11
AIRCRAFT CARRIERS, ESCORT	2	13	50	37
AUXILIARIES	83	184	303	630
DESTROYERS	16	81	128	84
DESTROYER ESCORTS	0	0	306	197
SUBMARINES	11	34	56	77
PATROL & MINE CRAFT	167	743	1,106	640
DISTRICT CRAFT	261	786	677	557
LANDING CRAFT	1,035	9,488	21,525	37,724

to 31,000, with at least 30 planes in the air at all times.

● The 150th anniversary of Navy Supply will be observed on 23 February, marking the day in 1795 when the office of the Purveyor of Public Supplies was created. With the establishment of the U. S. Navy, ships had been authorized to carry a purser of military rank, but supply duties ashore were handled by civilians. The appointment of the Purveyor of Public Supplies was the beginning of the Navy's supply and procurement system ashore. His first duty was to outfit ships to sail against the Barbary pirates.

Later supply was handled by the Secretary of the Navy, later by a Board of Commissioners and still later by the Bureau of Provisions and Clothing. In July 1892, after the office of Paymaster General of the Navy had already been created, the Bureau of Supplies and Accounts came into being. Since then, BuS&A has continued to grow, with new responsibilities being added such as messing aboard ship, until it has reached its present status, charged with procurement, storage and movement of supplies for the Navy. (See INFORMATION BULLETIN, January 1945, p. 12.)

● Progressively closer price and profit controls by the Navy over war materials have resulted in an increase of over 25% in the purchasing power of the dollars appropriated to the Navy by Congress as compared with the purchasing power in January 1942. In money value, the Navy is paying one million dollars less per destroyer than it did in 1942 and one type of landing craft has been reduced from \$21,000 to \$17,000. The record of steadily declining prices for the bulk of Navy war items is largely attributed to the fact that the initial cost of much new production at the beginning of the war was necessarily high.

● Service Squadron 10, a giant net-



Official U. S. Navy photograph

**ABOARD AN LST a Navy doctor and two hospital corpsmen are shown with a Filipino mother and her new-born baby, delivered in the ship's sick bay during the voyage back to base after participating in invasion of Mindoro.**

work of service ships which supply the needs of the Fleet in the forward areas of the Pacific, has been commended by Admiral William F. Halsey Jr., USN, Commander 3d Fleet, who sent this message to Commodore Worrall R. Carter, USN, its commander: "A rousing well done to you and all your hard working gang . . . Beans, bullets, black oil, bulk stores and even bulkheads have been promptly forthcoming upon each request . . ."

● Twelve air groups and squadrons which helped rout the Jap battleship task force off Samar in the Philippines on 24 Oct. 1944 (INFORMATION BULLETIN, January, 1945, p. 2) have returned to the U. S. for rest and re-grouping. They are:

Air Group 13—which shot down 87½ Jap planes and sank or damaged 148,500 tons of enemy combatant ships and 275,500 tons of merchant shipping while participating in 11 major strikes from July through October 1944.

Air Group 14—Sank or damaged 292 Jap ships and shot down 158 planes from May through October.

Air Group 15—Destroyed 660 Jap planes and 251,500 tons of enemy shipping in seven months of Pacific combat.

Air Group 19—Destroyed 167 Jap planes in the air and sank 12 warships and 68 merchant ships in five months of action.

Air Group 21—Helped sink three enemy carriers and two cruisers and helped damage one battleship and two cruisers off Luzon on 24 October to complete four months of Pacific duty.

Air Group 35—Participated in every major amphibious operation in the Pacific during the last 13 months; destroyed or damaged 93 planes and 91 ships.

Air Group 37—took part in 10 amphibious attacks in 13 months in the Pacific.

Air Group 60—Climaxed 13 months in the Pacific by scoring six torpedo hits on battleships and heavy cruisers and four direct and two probable bomb hits on cruisers and destroyers while helping to turn back the enemy off Samar.

### Japanese Losses Inflicted by U. S. Submarines

Navy Department communiques and press releases through 20 Jan. 1945 reported the following losses inflicted on Japanese shipping by U. S. submarines:

COMBATANT SHIPS				
	Sunk	Probably Sunk	Damaged	Totals
Battleships	0	0	1	1
Aircraft Carriers	1	2	2	5
Cruisers	14	2	6	22
Destroyers	45	5	6	56
Submarines	0	0	0	0
Tenders	3	1	1	5
Others	40	1	0	41
<b>Totals</b>	<b>103</b>	<b>11</b>	<b>16</b>	<b>130</b>
NON-COMBATANT SHIPS				
Fleet Tankers	94	1	18	113
Transports	136	5	8	149
Cargo & Supply	587	17	71	675
Miscellaneous	38	3	6	47
<b>Totals</b>	<b>855</b>	<b>26</b>	<b>103</b>	<b>984</b>
<b>Total Ships of all Types</b>	<b>958</b>	<b>37</b>	<b>119</b>	<b>1,114</b>

The above announcements cover the sinking of more than 3,500,000 tons of Japanese shipping by U. S. submarines.

Composite Squadron 3—Averaged 68 combat sorties and 215 combat hours per man while taking part in Saipan, Tinian, Guam, Palau and Leyte operations.

Composite Squadron 4—Completed seven months in the Pacific by damaging two enemy battleships and two heavy cruisers.

Composite Squadron 10—Dive-bombed and strafed Jap warships for two and a half hours, while protecting CVEs off Samar.

Composite Squadron 65—One of its pilots spotted the Jap task force off Samar and radioed to his carrier, USS *Saint Lo*, the news which readied the CVE force for the forthcoming battle, in which this squadron then contributed materially to our victory.

• Anti-blackout suits, designed as a sort of armor against the force of gravity, are now being worn by naval fighter pilots. While a pilot makes a pass at the enemy, there may be a pressure of three or four times his weight pulling the blood away from his brain for 20 or 30 seconds. In coming out of a dive the pressure may last for only a few seconds, but the pull may be eight or nine times the force of gravity. Under these circumstances his brain becomes foggy and his sight blurred; he is a "sitting duck" for enemy pilots. The only answer to this phenomenon—called "blacking out"—has been perfect physical condition and careful flying. The new anti-blackout suits, developed by BuAer and BuMed, prevent blackout and greatly increase the pilot's ability to maintain clear vision during combat maneuvers.

• *The Fighting Lady*, an hour-long technicolor motion picture produced by Twentieth Century-Fox from film shot by Navy photographers and from cameras installed in the wings of Navy planes, is now being shown to men of the Fleet and to theater audiences. Called by Vice Admiral C. H. McMorris, USN, chief of staff to Fleet Admiral Nimitz, "the finest motion picture concerning the war yet made," *The Fighting Lady* depicts the history of an aircraft carrier from her shake-



Official U. S. Coast Guard photograph

**ABOARD TRANSPORT** two Coast Guardsmen salvage bunks ripped from their moorings in quarters flooded when mountainous seas poured into the ship during North Atlantic storm as she carried troops to Europe.

down cruise through her part in the Marianas action. Most of the shipboard scenes were filmed aboard the USS *Yorktown* and *Ticonderoga*, and two-fifths of the action pictures were taken from wing cameras of Hellcats, Avengers and Helldivers during actual attacks on the enemy. Profits from the film will go to the Navy Relief Society. Twentieth Century-Fox has given 100 16-mm. prints and 25 35-mm. prints in technicolor to the Navy for units afloat and overseas.

• Four in the air and two in the sea is the one-day Jap-killing score of Ensign Clarence A. Borley, USNR, Yakima, Wash., pilot of a Navy Hellcat. He shot down four Jap fighter planes in a recent sweep over southern Formosa before his own plane was hit by enemy anti-aircraft fire. Seconds after crash-landing into the sea he was bobbing around in a lifejacket. Two Japs saw him fall and immediately came out in a sailing dinghy to make him prisoner. Ensign Borley had other plans. When the Japs were within 50 yards, he opened fire with a .38-calibre revolver and killed the bowman. Three more shots finished the other Jap. Friendly planes dropped a raft to Ensign Borley, who was now in the middle of a minefield. Five days later he was picked up by a U. S. ship.

• Purchases of War Bonds by Navy uniformed and civilian personnel amounting to \$120,701,910 brought the 1944 total to \$576,201,731, an increase of 93% over 1943. Two record-breaking performances contributed to 112% increase of December 1944 over December 1943: the Pearl Harbor Day sale of \$62,568,845, and the \$42,023,194 total of bonds purchased through allotments by uniformed personnel of

the Navy, Marine Corps and Coast Guard. Navy yards and naval air stations led the bond program in December, with 93.6% of the civilian personnel of the yards investing 11.2% of their gross payroll in bonds, and 94.6 of NAS personnel investing 11%.

• The firepower of the U.S. Fleet is five times what it was on 1 July 1940, the Navy announced last month. Including auxiliaries and Coast Guard vessels, all U.S. naval vessels together can fire 2,000 tons of shells in a 15-second firing run. Behind the increase in firepower lie radical changes in armament over fighting ships of the first and present World Wars. In the battleship class, the new USS *Iowa* packs a wallop 92% greater than that of the USS *Texas*, commissioned in 1914. In the heavy cruiser division, the USS *Baltimore*, commissioned in 1943, has 123% more firepower than *Pensacola*-type ships commissioned in 1930. The light cruiser *Denver*, of 1942 vintage, could outshoot the USS *Omaha* before



Official U. S. Navy photograph

**NO WORK to do**, fortunately, fire-fighter on a U. S. carrier chews a finger of his asbestos gloves as he watches flight-deck operations.

### Precision Instrument

In a recent statement on the versatility of Navy aircraft, Rear Admiral D. C. Ramsey, USN, Chief of BuAer, cited the work of the 4th Marine Air Wing in using Corsair fighter planes as divebombers to knock out Jap gun positions and blockhouses. A pilot just back from this work, Admiral Ramsey reported, remarked that he would like to have a try at some of the German targets: "And if they asked me to bomb a factory," the marine said, "my first question would be—what department?"

## Seabees Celebrate 3rd Birthday

The Seabees celebrated their third birthday 28 December with a record of having participated in every major U. S. amphibious operation of the war.

Growing from an original force of 3,300 to one of more than 234,000, they have fought shoulder to shoulder with the Army and Marines from Guadalcanal to the European and Philippine invasions. They have been on the heels of every U.S. invasion force, building advance bases to keep pace with the needs of our fleet.

Authorization for BuDocks to recruit and train construction workers for military service came on 28 Dec. 1941. Skilled workmen from 60 trades answered the call. The first battalions were trained hurriedly, sketchily equipped with a combination of Army, Navy and Marine gear and rushed to the South Pacific to build bases desperately needed to hold the Japs at the Solomons line.

In the two and a half years that followed, Seabees have become an integral part of any invasion force. Instead of being all-purpose battalions, they now have units and detachments specializing in such things as the handling and operations of pontoons, base maintenance automotive repair, fog generation, building petroleum facilities and stevedoring.

Operations entrusted to Seabees in a typical Marine assault include operation of pontoon causeways and barges and the unloading of ammunition, food, artillery, tanks, trucks, bulldozers and other equipment. Once ashore, they defend their own positions with infantry weapons.

Putting airfields in shape in the midst of the fighting is an old story with the Seabees. Many a Seabee bulldozer operator has answered Jap sniper fire with his own carbine. On Saipan the Seabees put Isley field in operation by D-plus-seven despite bombs, mortar fire and snipers. On Guam their construction of airstrips was carried on so near the front



Seabees blast coral for tropic airfield.

lines that bulldozer operators found Jap tanks challenging their positions.

It was from bases which Seabees and their Civil Engineer Corps officers helped to build that much of the strength was concentrated for our assault on the Philippines. Combat supplies were issued from Seabee-built warehouses; naval aircraft were fueled from Seabee-constructed fuel dumps; aircraft flew from Seabee-built airfields.

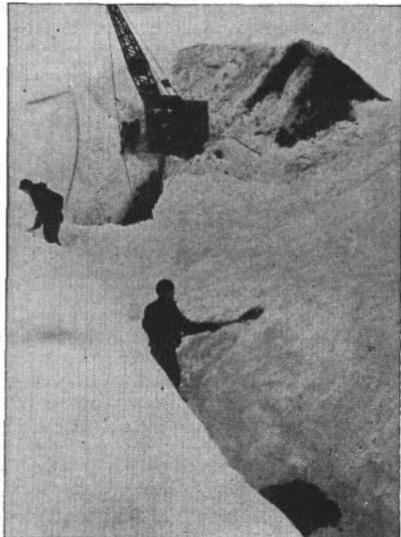
Large-scale use of pontoon causeways was perfected by the Seabees in the European theater. Seabees rode trains of pontoons to the shore and anchored them as bridges between supply ships and the beaches. Then, while the enemy shelled these exposed lines of supply, the Seabees landed equipment and munitions. (See page 37.)

During the invasion of Normandy pontoons were used as floating causeways within artificial harbors, where men and supplies were unloaded at all stages of the tides. At one beach, it was estimated, 75% of all supplies unloaded during the first few weeks came ashore over Seabee pontoons.

The artificial harbors, called Mulberries (INFORMATION BULLETIN, December 1944, p. 10), were manned by Seabees and Civil Engineer Corps officers from the time they were assembled in England until they were put in place and operating off the beaches of Normandy. While supplies flowed into the beaches, other Seabees helped bring the ports of Cherbourg and LeHavre back into operation.

More recent Seabee handiwork has been the readying of airfields on Saipan, where giant B-29s now take off for the Japanese homeland.

Secretary of the Navy James Forrestal, in tribute to the Seabees on their third anniversary, said: "... I extend my congratulations to an organization which chose for its motto the words, 'Can Do,' and then proceeded, by courage, skill and hard work, to live up to it."



Official U. S. Navy photographs  
Seabees shovel snow at northern outpost.

her modernization by 110%. Summer-class destroyers can lay down a barrage 216% greater than the old four-stacker class built in 1918.

• Admiral Harry E. Yarnell, USN (Ret), returned to inactive duty for the third time on 26 Dec. 1944. He had been recalled to active duty for the second time in June 1943 and since August 1943 had been on special duty in CNO. During his long naval career Admiral Yarnell had been the first CO of the USS *Saratoga*, chief of the Bureau of Engineering and Commander in Chief of the Asiatic Fleet. He was first transferred to the retired list on 1 Nov. 1939, was recalled to active duty in the office of the Secretary of the Navy on 1 Nov. 1941 and released from active duty a second time on 15 Jan. 1943.



Admiral Yarnell

• An inventory of \$6,500,000,000 worth of Navy supplies completed 31 Dec. 1944 will provide a complete accounting of field stocks and will facilitate more efficient utilization of storage space and save time in filling requisitions. The inventory, involving two million items, was completed in six months. On the basis of the inventory, stock records in all activities will be kept up to date in a newly promulgated standard form.

• Planes of the Transport Air Group flew nearly 100,000 pounds of rations to marines on Peleliu Island in 48 flying hours and evacuated scores of wounded men while bitter fighting still raged around the airstrip. Responding to an emergency dispatch, 14 Douglas Skytrains, each carrying 5,100 pounds of rations, and two Commandos, each loaded with 7,200 pounds of food, flew within fighter-plane range of the Japanese. A serious food shortage was averted, and wounded who could not be cared for adequately on Peleliu were taken to rear-line hospitals. The planes were borrowed from regularly scheduled transport trips.

• Seven Navy material redistribution centers are now in operation in the U. S., and 11 others are being established, to provide facilities for the orderly disposal of salvaged excess and residual materials. The Navy Material Redistribution and Disposal Administration, located in New York City, is responsible for the Navy's redistribution program and will operate the centers, which are located at Buffalo, N. Y.; Chicago, Ill.; Eddystone, Pa.; Edgewater, N. J.; Irvington, Calif.; Point Pleasant, W. Va., and Alameda, Calif. Similar centers are planned at Corpus Christi, Tex.; Jacksonville, Fla.; Lawrence, Mass.; Jeffersonville, Ind.; Torrance, Calif.; Steubenville, Ohio; Newburgh, N. Y.; Trenton, N. J.; Lonsdale, R. I., and Bellingham, Wash.

## SHIPS & STATIONS

• The USS *Camel* (IX) was busily discharging gasoline one dark night in the Marianas, when the crew started counting noses and found there were quite a few extra noses aboard. The captain was called and told that the forward deck of the *Camel* was swarming with Japanese. All hands went to work with tommy guns and lesser weapons and cleaned the decks of the enemy. A few Jap survivors leaped overboard and were quickly pursued by the captain and a boatload of crew members. One prisoner was taken to fill the vessel's empty brig. The *Camel* is a special purpose unit of the Service Force, Pacific Fleet, not intended for combat duty. Her designation as IX means she is one of a group of miscellaneous craft which for reasons of age, construction or function do not fall into the more familiar classes of vessels.

• In recent ceremonies at NAS, Pensacola, the Kneib twins—Vernon and William—were designated naval aviators and commissioned ensigns in the Naval Reserve and will go on to operational training together. Previously the identical twins were graduated together from high school and junior college and went through the naval aviation training program together. They even had their tonsils removed at the same time. Their ambition is to fly twin-engine Navy bombers.

• The USS *Cebu* has been away from the states for a long time—no one realized just how long until one day last month. The call had gone around the ship for all men who wished to make additional allotments to report

to the disbursing office. That day the allotment business was brisk and the paymaster's crew worked unusually hard. Just when they were about to close up shop a sailor poked his head in the office and said: "Please tell me my wife's first name. I've forgotten."

• The Coast Guard cutter *Chaparral* sighted a doe and her fawn marooned on an ice pack in a river near the locks at Sault Ste. Marie, Mich. On seeing the ship they leaped into the water, the doe reaching shore but her youngster swimming directly into the path of the cutter. A quick-thinking crew member lassoed the fawn. The following report was sent by the cutter's CO: "Sighted deer, saved same."

• A bronze plaque honoring the late Capt. Kenneth Whiting, USN, naval aviator No. 16, was unveiled last month by his daughter Moira Whiting, Sp(Y)3c, in ceremonies at the NAAS, Whiting Field, Fla. The field was named in his honor. Capt. Whiting was CO of the first aeronautical unit to reach Europe in World War I. He helped convert the USS *Jupiter* into the USS *Langley*, first U.S. aircraft carrier, and is credited with the development and perfection of the arresting gear used aboard carriers. At the time of his death in April 1943 he was CO of NAS, Floyd Bennett Field, N. Y.

• Five hundred dollars was collected within a few hours among uniformed and civilian personnel at the Navy's Hydrographic Office, Suitland, Md., to provide for the family of a sailor whose four-year-old son died in a fire that destroyed a four-unit apartment house near the H.O. last month. More than 250 enlisted personnel from the H.O. fought the blaze which resulted in the death of the child of Seaman First Class and Mrs. Milton A. Barham. Barham is stationed somewhere in the Pacific.



Official U. S. Navy photograph

DOCTOR of Laws was added to the titles held by Fleet Admiral Nimitz, CincPac and CincPOA, when that honorary degree from Fordham University was presented to him recently by the Most Reverend James J. Sweeney, right, Roman Catholic Bishop of Honolulu.

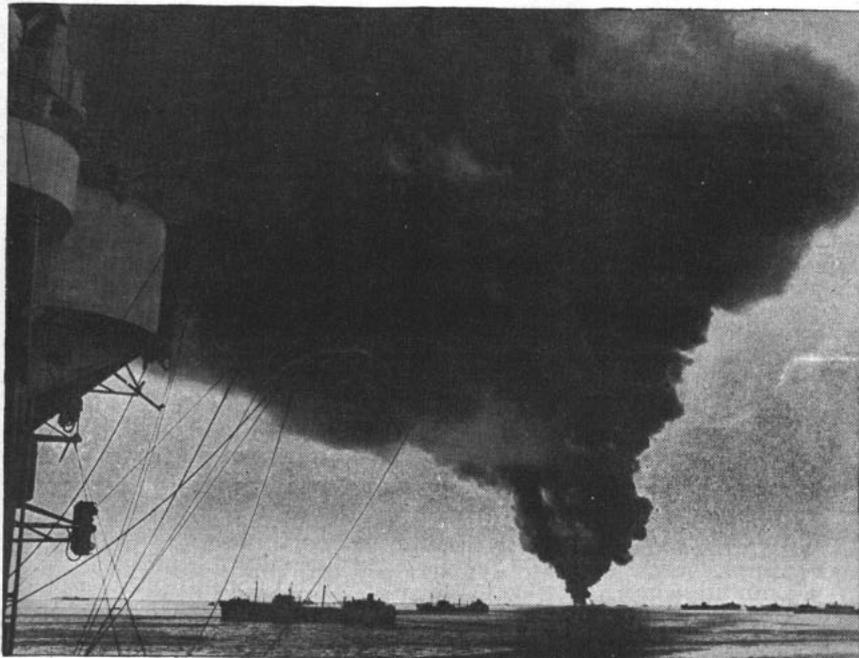
• Approximately 32,700,000 pounds of mail—equivalent to 70 letters for every man, woman and child in the U.S.—were handled at the NATS terminal at NAS, Honolulu, last year. The Hawaiian terminal funnels more airmail from the mainland to the war fronts than normally passes through New York, Chicago or San Francisco.

## HOME FRONT

• President Roosevelt in his annual "state of the Union" message last month urged the new Congress to enact a national service act. He cited a joint Army-Navy letter urging such action as essential to achieving full production. The President also asked: immediate legislation to make use of the services of four million 4-F's; an amendment to the Selective Service Act to provide for the induction of nurses; universal military training after the war; preparation for revision of the tax program when the war ends.

The President's requests came at a time when industry was calling for 300,000 workers immediately and the armed forces for 900,000 men by 30 June. On the heels of the message, Selective Service asked for a reexamination of 364,000 deferred farm workers and announced that men up to 38 who leave jobs for which they were deferred without draft board consent will be inducted. Lower physical requirements were also established. In other tightening-up moves, virtually all meat was placed on the ration list, race tracks were closed and cancellation was "requested" of conventions and trade shows involving more than 50 persons.

In his budget message to the House of Representatives a few days after the "state of the Union" message the President set expenditures for the 1946 fiscal year at 83 billion dollars, almost 17 billion less than the 1945



Official U. S. Navy photograph

OIL SMOKE boils up from the tanker USS *Mississinewa*, set afire by enemy action in the Central Pacific. A small Navy float plane helped boats from nearby vessels rescue 80 per cent of her crew by taxiing up to spreading rim of flames from the oil-coated waters and throwing a line to survivors.

budget. Of the requested sum, 70 billion—in comparison to 89 billion in the last budget—would be earmarked for war purposes. The President estimated the overall cost of the war from 1941 through the 1946 fiscal year at 450 billion dollars.

- Effective last month all persons of Japanese ancestry who have been proven loyal to the U.S. were permitted to return to their former homes in the coastal areas of California, Oregon and Washington. Resettlement of the 119,000 people involved, who have been held in inland camps since shortly after Pearl Harbor, will be gradual.

- Merchant shipyards in the U.S. last year built 1,677 ships with an aggregate of 16,348,446 deadweight tons, the U.S. Maritime Commission announced. Of the ships delivered 580 went to the Army and Navy for military use. Although 219 fewer ships

were delivered in 1944 than in the record year 1943, 1944 was considered a better shipbuilding year because of the increased number of military-type vessels produced. (For report of naval production, see page 43.)

- Ann Curtis, 18, San Francisco, holder of eight National AAU swimming titles and 18 swimming records, last month became the first woman to receive the James E. Sullivan Memorial Trophy, awarded annually for the past 14 years to the outstanding amateur athlete.

- Adolf Hitler was cut down to his own size recently when two welders melted down a captured life-size bronze bust of *der Fuehrer* before 25,000 Brooklyn shipyard workers at a War Bond rally. The metal will be used in the construction of a U.S. ship.

- Work has been completed to double the floodlighting system on the Statue of Liberty in preparation for the day

Germany or Japan surrenders. The new lighting is equivalent to 2,500 times full moonlight.

- One out of every 20 persons in the U.S. works for one of the more than 155,000 separate governmental bodies functioning in the U.S., the Bureau of Census reported last month. An earlier accounting listed the number of civilian employees of the government as 6,503,000. Of this number 3,335,000 were employed by the Federal Government and 3,168,000 worked for state and local bodies.

- Three hundred thousand babies, or one out of every 10 born last year, were cared for by the Department of Labor's Emergency Maternity and Infant Care program. Wives of servicemen in the first four pay grades and aviation cadets are provided with free medical, nursing and hospital care during pregnancy, childbirth and for six weeks after childbirth under the program. Care is also provided for the infant during the first year of its life.

- The Army's new cargo carrying plane, C-97, last month flew from Seattle to Washington, D. C. in the record time of six hours, three minutes and 50 seconds. The test was made at an altitude of 30,000 feet at an average speed of 383 miles per hour. Thirteen persons were aboard during the hop and a load of five tons in addition to fuel was carried. The C-97 employs the same wing and power plants as the B-29, but is taller and longer and carries no armament. It was originally designed to service B-29s with fuel and supplies. Best previous transcontinental record for planes of similar size was made by the *Constellation* in six hours and 57 minutes. The previous official transcontinental record was held by a P-51 fighter plane which made the trip in six hours and 31 minutes.

- *It happened last month:* France became a member of the United Nations. . . . New York's first professional woman window-washer reported for work on Manhattan's skyscrapers. . . . A machine to make colored cigaret wrappers to match woman's evening dresses was listed by the U.S. Patent Office. . . . Twelve dead rats were used to purchase as many movie tickets by youths in Leonardtown, Md., in that city's anti-rat campaign. . . . No merchant ship missed convoy during the holiday season. . . . The WPB in a move to smash the black market on tin, announced that sales of any jewelry or similar products containing tin would be virtually prohibited after 1 March. . . . It was announced that 34 yards of diaper cloth per infant was manufactured in 1944. . . . A gift of more than \$16,000, representing wages earned Christmas Day by employees of a Georgia shipyard, was presented to the United Seamen's Service.

- Approximately 175 billion strike-anywhere matches and 125 billion book matches will be available for civilian use in 1945. The armed forces will receive the entire output—170 billion—of strike-on-box matches and 35% of the book matches.



Foursome exercises voices at Service Women's Lounge in Philadelphia station.

## Canteen-Lounges Provided In Railroad Stations

Canteens, lounges and information booths now are provided for traveling service personnel in more than 25 stations on the Pennsylvania Railroad.

Most elaborate of these are three canteen-lounges in Philadelphia's Broad Street Station, where service personnel can bunk overnight for a charge of 25 cents. For male enlisted personnel the Broad Street Canteen has dormitories with 180 beds, plus washrooms and showers. The Service Women's Lounge there, for both officers and enlisted women, provides 41 beds and, in addition to showers, facilities for washing and pressing clothes. For male officers there are 34 beds in the Officers' Club, which also has a dining room. All three canteen-lounges have lunch bars, comfortable chairs, writing desks, books and magazines, and other accommodations for rest or recreation.

During an average month 37,000 service men and women patronize the

three lounge-canteens and 4,500 use the dormitories.

There also are lounge-canteens, without overnight dormitories, in the Pennsylvania Railroad's other two stations in Philadelphia, 30th Street and North Philadelphia, and similar accommodations in stations owned by the Pennsylvania or shared with other lines in Newark, Trenton and Elizabeth, N. J.; Harrisburg, York and Pittsburgh, Pa.; Wilmington, Del.; Baltimore, Md.; Columbus, Cincinnati, Dayton, Dennison, Lima and Crestline, Ohio; Terre Haute, Indianapolis, Fort Wayne, Anderson and Richmond, Ind.; Detroit and Grand Rapids, Mich., and New York, Chicago, St. Louis and Washington.

These canteens, lounges and other facilities are supervised or staffed by representatives of the USO, the Travelers Aid Society, the Women's Aid of the Pennsylvania Railroad (consisting of employees' families) and by paid employees of the railroad.

# THE WAR AT SEA

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

OFFICIAL REPORTS: 21 DECEMBER THROUGH 20 JANUARY

All Dates Local Time at Scene of Action Unless Otherwise Indicated

## 21 DECEMBER

### U. S. Pacific Fleet Communique No. 210

Air strip installations on Iwo Jima, in the Volcanoes, were bombed by Liberators of the Strategic Air Force, Pacific Ocean Areas, on 19 December. On the same date Avenger torpedo planes of the 2d Marine Aircraft Wing bombed Yap in the western Carolines.

Storage areas on Babelthup, in the Palaus, were bombed and strafed by fighters of the 2d Marine Aircraft Wing on 19 December. A number of boats were destroyed by Marine fighters attacking the Sonsorol Islands, southwest of the Palaus on the same date.

Fighters of the 4th Marine Aircraft Wing strafed targets on Rota in the Marianas on 19 December. 4th Marine Aircraft Wing fighters continued neutralizing attacks on enemy-held bases in the Marshalls on the same date.

ADVANCED HEADQUARTERS ON LEYTE — *Mindoro*: One of our heavy reconnaissance units damaged a 6,000-ton freighter-transport off the northwest coast, leaving the vessel in flames. . . . *Mindanao*: Medium bombers and patrol planes attacking off Davao destroyed four coastal vessels and five barges and damaged a 1,000-ton freighter.

## 22 DECEMBER

### Navy Department Communique No. 561

1. The USS *Ward*, a destroyer transport, and the USS *Mahan*, a destroyer, were recently lost off Leyte, Philippine Islands, having been hard hit by enemy aerial torpedoes and later sunk by our own forces.

2. This action was reported in Southwest Pacific Area communique 975.

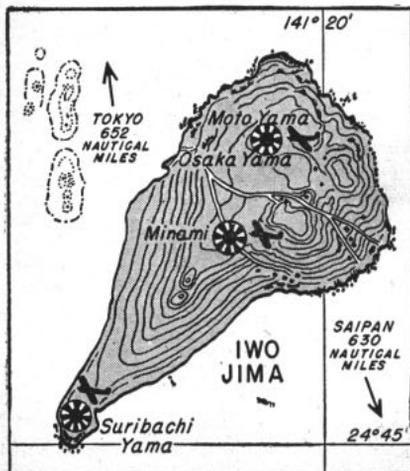
3. There was no loss of life of personnel on the USS *Ward*.

4. The next of kin of the casualties sustained on the USS *Mahan* have been informed.

ADVANCED HEADQUARTERS ON LEYTE — *Moluccas*: Air and naval pilots attacking small shipping bivouacs and supply dumps on Halmahera destroyed nine barges, some carrying ammunition and supplies. . . . *Lesser Sundas*: Our medium reconnaissance units discovered a southbound enemy troop convoy of two freighters escorted by a destroyer in the Banda Sea. Masthead bombing and strafing attacks resulted in the destruction of one 2,000-ton freighter and strafing hits on a second.

## 23 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE — *Visayas*: Light naval units at night sank a small freighter loaded with supplies in



See 21 December & 19 January.

the Visayan Sea and shelled shore installations at Masbate. . . . *Borneo*: Patrol planes off the north coast destroyed two small freighters and damaged four more. . . . *Lesser Sundas*: Patrol planes sank a lugger in the Sulu Islands.

LONDON, Admiralty communique — Strong forces of enemy E-boats which attempted to operate on an Allied convoy route off the mouth of the Schelde during the night of 22 December were routed by His Majesty's ships and light coastal forces. Preliminary reports indicate that at least two E-boats were sunk, two probably sunk and five badly damaged.

## 24 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE — *Mindanao*: Heavy and medium bombers attacked airdrome installations and shipping at Zamboanga and Davao. Thirteen small freighters were destroyed or damaged and hits were seen on the jetty and in bivouac, supply and dispersal areas, followed by fires.

ROME, naval communique — A report from the south of France covering naval operations during the past 11 days states that effective gunfire support continues to be given to the right flank of the Army in the neighborhood of the Franco-Italian frontier. Successful bombardments have been carried out against enemy batteries and troop concentrations as well as upon motor transport, a railway station and bridges. The U. S. destroyers *Hughes*, *Niblack* and *Woolsey* were all in action together with the French cruiser *Jeanne d'Arc* and the French destroyer *L'Alcyon*. The French patrol vessel *Cimeterre* sank a human torpedo off Villefranche while another one was parked upon the beach nearby.

CHUNGKING, 14th U. S. AAF communique — A P-51 attacked shipping at Hong Kong on 23 December, damaging a freighter and destroying two enemy planes in air combat. Fighters destroyed a Japanese destroyer in drydock at Hong Kong on 21 December.

MOSCOW, communique — The air arm of the Red Banner Baltic Fleet sank a German supply ship of 6,000 tons in the southeastern part of the Baltic Sea.

## 25 DECEMBER

### U. S. Pacific Fleet Communique No. 213

Ships of the United States Pacific Fleet bombarded the enemy base of Iwo Jima in the Volcanoes on 23 December. The attack was a joint operation with bombers and fighters of the Strategic Air Force, Pacific Ocean Areas, and members of the 21st Bomber Command and Fleet Air Wing 1.

Coastal defenses were shelled by our surface units, which encountered some enemy gunfire but suffered no damage. Our ships sank an enemy destroyer escort, a patrol craft and a medium-sized landing ship.

Forces of Liberator bombers and Lightning fighters bombed and strafed airstrip installations and shore defenses. Our aircraft destroyed one enemy plane on the ground and damaged six others. Two enemy fighters attacked our planes and meager antiaircraft fire was encountered. All our planes returned safely.

Bombers of the Strategic Air Force on the same day bombed airstrip facilities on Chichi Jima in the Bonins.

Fighters of the 2d Marine Aircraft Wing attacked installations on Babelthup in the Palaus on 23 December, setting several buildings afire.

Aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing continued attacks on enemy bases in the Marshalls on 23 December.

ADVANCED HEADQUARTERS ON LEYTE — *Leyte*: The 77th Division has captured Palompon on the west coast by an amphibious movement from Ormoc. The landing in his rear took the enemy com-

pletely unawares. Caught between this force and one advancing overland from the east he was able to offer little resistance. Meanwhile, troops of the 24th Division cleaned up the west coast in the vicinity of San Isidro, troops of the 7th Division landed at Puerto Bello on

the west shore of Ormoc Bay and the 32d Division and 1st Cavalry Division are rapidly moving west toward the coast against practically no resistance.

The Leyte-Samar campaign can now be regarded as closed except for minor mopping up. Our losses were, 2,623 killed, 8,422 wounded, 172 missing; total of 11,217. The enemy's loss was 113,221. Of this 54,338 were abandoned dead; 18,500 estimated dead, not yet collected and those buried by the enemy; 493 prisoners; 30,000 estimated troops sunk at sea in the ten convoys attempting reinforcement, and 9,890 naval ratings in the crews of the 41 transports of 164,250 tons and 27 warships sunk.

In air battles 2,748 enemy planes were destroyed in the Philippines from 20 October—1,515 by land-based aviation and antiaircraft defenses and 1,233 by the 3d Fleet carriers.

*Mindanao*: Naval units at night sank an enemy motor-torpedo boat. . . . *Moluccas*: Light naval patrols destroyed an



See 25 December.

enemy barge laden with ammunition and supplies and damaged another.

MOSCOW, communique — Ships of the Red Banner Baltic Fleet sank an 8,000-ton German supply ship in the Baltic.

## 26 DECEMBER

### U. S. Pacific Fleet Communique No. 214

Between 16 and 25 enemy planes attacked an airstrip on Saipan the night of 24 December. Our fighters shot down three planes. Antiaircraft fire destroyed a fourth. One of our planes was destroyed on the ground and several others damaged. Six men were injured.

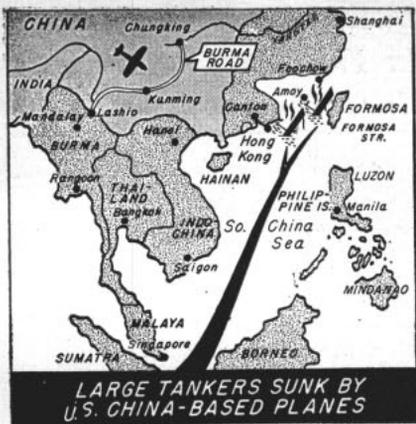
Liberators of the Strategic Air Force bombed airstrips and plane dispersal areas on Iwo Jima in the Volcanoes 24 December. Meager antiaircraft fire was encountered.

Corsairs of the 4th Marine Aircraft Wing attacked Rota in the Marianas on 24 December.

Fighters of the 2d Marine Aircraft Wing sank an enemy barge at Babelthup in the Palaus 24 December.

ADVANCED HEADQUARTERS ON LEYTE — *Borneo*: Air patrols in attacks on shipping at Brunei Bay sank a 2,000-ton cargo ship, a smaller freighter and two barges, and damaged a coastal vessel.

CHUNGKING, 14th AAF communique — Bomb-carrying P-51s struck at shipping in Hong Kong Harbor on 24 December, sinking a large tanker and probably sink-



LARGE TANKERS SUNK BY U.S. CHINA-BASED PLANES

See 26 December.

ing four other vessels and heavily damaging another. On the night of 24 December a B-24 sank a large tanker in convoy in Formosa Strait.

27 DECEMBER

Navy Department Communique No. 562

1. United States submarines operating in Far Eastern waters have reported the sinking of one large Japanese aircraft carrier and 26 other Japanese vessels, including one converted light cruiser, one destroyer, two escort vessels and two destroyer transports — seven combat vessels. The vessels sunk were:

SUBS SINK JAP CARRIER, 16 OTHER VESSELS

One large aircraft carrier, one converted light cruiser, one destroyer, two escort vessels, two destroyer transports, two large transports, 10 medium cargo vessels, three small cargo vessels, one small transport, two medium cargo transports and two medium tankers.

2. These actions have not been announced in any previous Navy communique.

Navy Department Communique No. 563

The destroyer USS Cooper was recently lost off Ormoc, Leyte, Philippine Islands, as a result of a night action against the enemy. This action was reported in Commander in Chief, Southwest Pacific Area, communique 972.

The LSM 20 was also recently lost off Leyte, Philippine Islands, as the result of enemy action.

The next of kin of casualties have been notified.

U. S. Pacific Fleet Communique No. 215

Surface units of the United States Pacific Fleet bombarded Iwo Jima in the Volcano Islands on 26 December. Targets included coastal defenses and airstrip installations. An enemy landing ship was set afire and an enemy gunboat was blown up by gunfire. Two of our ships suffered slight damage from enemy coastal guns. The attack was a joint operation with the Strategic Air Force of the Pacific Ocean Areas.

Liberators of the Strategic Air Force, POA, bombed the Iwo Jima airstrips 25 December. Two enemy fighters were seen in the air. Several of our aircraft suffered minor damage due to antiaircraft fire, but all returned safely. Neutralization attacks were continued on enemy-held bases in the Marshalls 25 December by planes of the 4th Marine Aircraft Wing. Fleet Air Wing 2 made similar attacks on 25 and 26 December.

ADVANCED HEADQUARTERS ON LEYTE — Mindoro: An enemy naval force comprising one battleship, one heavy cruiser and six destroyers was located approaching at dusk and was immediately attacked by our medium bombers and

ENEMY NAVAL FORCE ROUTED NEAR MINDORO

fighters and our PT boats. Repeated assault sorties by our air elements forced the enemy to withdraw after some fruitless and inaccurate shelling of the coast line. Three of the destroyers were sunk and hits were scored on the battleship and the cruiser. . . . Luzon: Patrol

planes sank a 1,000-ton freighter and shot down two enemy float planes at Laog. . . . Mindanao: Heavy and medium bombers destroyed three small freighters, a coastal vessel, barge and jetty in Davao Gulf.

28 DECEMBER

Navy Department Communique No. 564

1. The submarine USS Sea Wolf is overdue from patrol and presumed lost.  
2. Next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 216

Enemy aircraft attacked United States air installations on Saipan and Tinian, in the Marianas, on 26 December in two separate raids of five and two planes respectively. Our fighters shot down two enemy aircraft.

Liberators and Lightning fighters of the Strategic Air Force made bombing and strafing attacks on air installations on Iwo Jima, in the Volcanoes, on 26 December. An enemy fighter was destroyed in the air. Two other enemy aircraft were destroyed and two damaged on the ground. Moderate antiaircraft fire was encountered.

A Navy search plane shot down an enemy bomber near the Bonins on the same date.

Liberators of the Strategic Air Force bombed air installations and shipping on and around Chichi Jima, in the Bonins, 26 December. A direct hit was scored on a coastal cargo vessel.

Fighters of the 2d Marine Aircraft Wing bombed enemy installations on Babelthup in the Palaus, 26 December.

4th Marine Aircraft Wing fighters continued neutralizing attacks on enemy-held bases in the Marshalls on 27 December.

ADVANCED HEADQUARTERS ON LEYTE — Leyte: Our light naval units on patrol sank two enemy luggers. . . . Borneo: Patrol planes over Tarakan attacked shipping in the harbor, damaging a 2,000-ton freighter-transport and a small freighter.

Moscow, communique — Ships of the Red Banner Baltic Fleet sank a 10,000-ton German transport in the Baltic Sea.

29 DECEMBER

U. S. Pacific Fleet Communique No. 217

Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed airstrip installations on Iwo Jima in the Volcanoes, 27 December. Our planes encountered intense antiaircraft fire, but all returned safely.

Corsairs of the 2d Marine Aircraft Wing bombed and strafed enemy-held bases in the Marshalls 28 December as neutralizing attacks continued in that area.

ADVANCED HEADQUARTERS ON LEYTE — Luzon: Medium bombers hit enemy shipping in Lingayen Gulf, heavily damaging a 7,000-ton freighter-transport by direct hits. . . . Borneo: Patrol planes off the north coast bombed and strafed enemy shipping, leaving six small freighters sinking.

30 DECEMBER

ADVANCED HEADQUARTERS ON LEYTE — Leyte: Light naval units on night patrol destroyed four enemy barges. . . . Molucas: Night naval patrols shelled a barge depot north of Galeia.

31 DECEMBER

U. S. Pacific Fleet Communique No. 218

1. Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed airstrips and other installations on Iwo Jima in the Volcanoes 28 and 29 December. Moderate antiaircraft fire was encountered.

2. Marine Mitchell bombers made rocket attacks on enemy shipping between the Bonins and Volcanoes 27 and 28 December.

3. Mitchells of the 11th AAF bombed targets in the Kurils 29 December.

4. Corsairs of the 2d Marine Aircraft Wing bombed and strafed supply dumps and other objectives at Babelthup and other areas in the Palaus 9 December. A bridge was destroyed at Babelthup.

5. Fighters of the 2d Marine Aircraft Wing and the 7th AAF strafed enemy

barges at Woleai in the western Carolines 29 December.

6. Search Venturas of Fleet Air Wing 2 bombed and strafed bivouac and supply areas on Wake Island 29 December. They were met by meager antiaircraft fire.

Neutralization raids on enemy-held bases in the Marshalls were continued by aircraft of Fleet Air Wing 2.

ADVANCED HEADQUARTERS ON LEYTE — Luzon: Patrol planes at night sank a 6,000-ton freighter-transport in Lingayen Gulf. . . . Mindoro: Fourteen of the 32 enemy planes attacking our shipping and shore positions were shot down. . . . Visayas: Light naval units on night patrol destroyed four luggers off the north coast. . . . Borneo: At Sandakan medium bombers sank a small freighter and three coastal vessels and strafed others under construction.

ROME, communique — Naval gun fire support continued to be given on the right flank of the army near the Franco-Italian frontier. Since 22 December, enemy personnel, transport and ammunition dumps have been successfully bombarded while a bridge was shot down by the U. S. destroyer Woolsey.

Moscow, communique — Ships of the Red Banner Baltic Fleet sank two enemy supply ships.

1 JANUARY

U. S. Pacific Fleet Communique No. 219

1. Airstrip installations on Iwo Jima in the Volcanoes were bombed by Liberators of the Strategic Air Force, Pacific Ocean Areas, on 30 December.

2. Marine Mitchell bombers scored rocket hits on a small coastal cargo ship which was left dead in the water near the Bonins on the same date.

3. Ammunition dumps and supply areas on Babelthup in the Palaus were strafed and bombed by fighters of the 2d Marine Aircraft Wing on 30 December. On the same date Marine fighters sank four launches at Woleai in the western Carolines and Marine torpedo-planes bombed Yap in the same group.

4. Corsairs of the 4th Marine Aircraft Wing on 30 December strafed targets on Rota in the Marianas.

5. Neutralization attacks on enemy-held bases in the Marshalls were continued 30 December by airplanes of the 4th Marine Aircraft Wing.

ADVANCED HEADQUARTERS ON LEYTE — Luzon: Our medium attack and fighter-bombers, in the deepest penetration yet made by our land-based aircraft, swept enemy shipping concentrated in Lingayen Gulf. Three freighter-transport of 8,000-tons each, two small cargo vessels, two destroyers and a destroyer escort were sunk or seriously damaged.

CHUNGKING, 14th AAF communique — Our aircraft struck at shipping near Hankow 31 December destroying two enemy freighters in the Yangtze River. One freighter was probably sunk and a tanker left burning.

Two freighters were hit by B-24s on Hainan Island the night of 31 December. One sank and one was left burning.

Two freighters were hit by B-24s on Hainan Island the night of 31 December. One sank and one was left burning.



3DDs SUNK, BB AND CA DAMAGED IN JAP FORCE TRYING TO SHELL OUR BEACHHEAD

See 27 December.



See 3 January.

**2 JANUARY**

**Navy Department Communique No. 565**

1. The submarine *USS Harder* is overdue from patrol and presumed lost. The next of kin of officers and crew have been informed.
2. The *LSM 318* has been lost as the result of enemy action in the Philippine area. Next of kin of fatalities and most other casualties have been notified and notification is en route to next of kin of other casualties.
3. The *PT 300* has been lost as a result of enemy action in the Philippine area. Next of kin of casualties have been informed.
4. The *PT 311* was lost in the Mediterranean area as a result of enemy action. Next of kin of casualties have been informed.

**U. S. Pacific Fleet Communique No. 220**

An enemy twin-engine bomber attacked air installations on Saipan in the Marianas 1 January, dropping a single bomb which caused no damage. Liberators of the Strategic Air Force on 31 December bombed Iwo Jima in the Volcanoes. Our aircraft struck at enemy air installations and encountered moderate antiaircraft fire. Fighters of the 2d Marine Aircraft Wing strafed fuel dumps and other targets on Babelthuap in the Palaus on 31 December. Targets on Rota in the Marianas were strafed by 4th Marine Aircraft Wing fighters on the same date. 4th Marine Aircraft Wing and Fleet Air Wing 2 aircraft continued neutralizing attacks on enemy-held bases in the Marshalls the same date.

**ADVANCED HEADQUARTERS ON LEYTE —** Our northern air patrols shot down four enemy planes and set fire to five coastal vessels east of Formosa. **Moscow, communique —** Ships of the Red Banner Baltic Fleet sank an enemy supply ship of 6,000 tons.

**3 JANUARY**

**U. S. Pacific Fleet Communique No. 221**

Carrier-based aircraft of the United States Pacific Fleet struck at enemy installations on Formosa and Okinawa Jima on 2 January. Details of the strike are not yet available. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed the airstrip and installations on Iwo Jima in the Volcanoes on 1 January. Moderate antiaircraft fire was encountered. Army bombers of the Strategic Air Force struck Okimura town on Haha Jima in the Bonins on the same date. Fighters of the 4th Marine Aircraft Wing strafed Rota in the Marianas on 1 January. On the same date our fighters shot down an enemy reconnaissance plane near Saipan. Planes of the 2d Marine Aircraft Wing struck at installations at Babelthuap in the Palaus and Yap in the western Carolines on the same date. Neutralizing raids on enemy-held bases in the Marshalls were continued by

planes of the 4th Marine Aircraft Wing on 1 January.

**ADVANCED HEADQUARTERS ON LEYTE —** Luzon: Our attack bombers and heavy patrols swept enemy shipping along the west coast from north to south. Twenty-five enemy ships were sunk or set afire comprising a 7,000-ton transport, 6,000-ton freighter, 21 smaller freighters, two large trawlers. . . . Mindoro: In shore-to-shore operations our troops have landed on both the eastern and western coasts. . . . Leyte: Our light naval units sank five coastal vessels and a launch.

**4 JANUARY**

**U. S. Pacific Fleet Communique No. 222**

1. Carrier based aircraft of the United States Pacific Fleet attacked installations on Formosa and Okinawa Jima 3 January. Details of this strike and that of the previous day are not yet available.
2. Fighters of the 4th Marine Aircraft Wing bombed and strafed targets on Babelthuap in the Palaus and strafed Rota in the Marianas on 2 January.
3. Search planes of Fleet Air Wing 2 continued neutralizing attacks on enemy-held bases in the Marshalls on the same date.

**ADVANCED HEADQUARTERS ON LEYTE —** Luzon: Our air force again struck heavily at enemy shipping in Subic Bay and Lingayen Gulf. Twenty-five freighters and transports aggregating 57,000 tons, plus a seaplane carrier, three naval escorts, a coastal vessel and five luggers were sunk or severely damaged. We lost two planes. . . . Leyte: Our light naval units attacked enemy small shipping to the west sinking one small freighter, two coastal vessels, a lugger and 12 barges. . . . Moluccas: Light naval units shelled shore positions on Halmahera.

**CHUNGKING, 14th AAF communique —** P-51s struck at river shipping on the Yangtze River from Hankow to Kulkang on 3 January, exploding a river steamer and six vessels loaded with gasoline.

**5 JANUARY**

**Navy Department Communique No. 566**

The destroyer *USS Reid* was recently lost as a result of enemy action in the Philippine Islands area. The next of kin of casualties have been informed.

**U. S. Pacific Fleet Communique No. 223**

Army Liberators and Lightnings of the Strategic Air Force, Pacific Ocean Areas, attacked the airstrip and installations on Iwo Jima in the Volcanoes 2 January. On the following day Liberators of the same force bombed the same targets, encountering moderate antiaircraft fire and one enemy fighter. On 2 January Army Liberators of the Strategic Air Force bombed enemy installations on Marcus Island. Fighters and torpedo planes of the 4th Marine Aircraft Wing strafed and bombed the enemy power plant, supply dumps and other installations on Babelthuap in the Palaus 2 and 3 January. Marine fighters also strafed targets on Sonsorol and Merir Islands southwest of the Palaus on the same date. Aircraft of Fleet Air Wing 2 and the 4th Marine Aircraft Wing continued neutralizing attacks on enemy-held bases in the Marshalls 3 January.

**ADVANCED HEADQUARTERS ON LEYTE —** Marinduque: Our ground forces supported by naval and air elements made a surprise landing and occupied Marinduque. Through the seizure of this island east of Mindoro we gained control of the Sibuyan Sea and established direct contact with the southern coast of Luzon.

**KANDY, Ceylon, 15th Indian Corps communique —** On Wednesday morning our forces landed on Akyab Island. Troops landed on the northern beach from naval craft. More troops crossed a four-mile stretch of water from Foul Point. Others crossed in local boats from Kudaung Island, at the mouth of the Mayu

**ALLIES SEIZE AKYAB ISLAND OFF BURMA**

River. There was no opposition and the island is firmly in our hands.

**ROME, naval communique —** Aircraft of the Coastal Air Force attacked shipping in the Adriatic and the Gulf of Genoa.

**6 JANUARY**

**U. S. Pacific Fleet Communique No. 224**

1. Carrier-based aircraft of the United States Pacific Fleet destroyed 111 enemy aircraft and damaged 220 more in attacks on Formosa and Okinawa in the Ryukyus 2 and 3 January. Twenty-seven ships were sunk and an additional 68 damaged. The enemy offered ineffective air opposition to our aircraft.
2. Surface units of the United States Pacific Fleet bombarded enemy installations at Chichi Jima and Haha Jima in the Bonin Islands, 5 January.
3. The shelling was concentrated on facilities around the harbor of Futami Ko on Chichi Jima and on other targets in Okimura town and Higashi harbor in Haha Jima. Fires were started in Okimura town and an enemy cargo ship was sunk west of Haha Jima. Answering the attack with meager gunfire, defending shore batteries inflicted minor damage to units of our forces. A single enemy fighter was observed airborne.

**U. S. Pacific Fleet Communique No. 225**

1. On 3 and 4 January Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed the airstrips and installations on Iwo Jima in the Volcano Islands.
2. Surface units of the United States Pacific Fleet bombarded coast defenses and airstrip installations at Iwo Jima in the Volcanoes 1 January. Numerous fires were observed on the island. Fire from enemy shore batteries was meager.
3. The following damage was inflicted on enemy shipping and installations on Formosa and Okinawa Jima by carrier-based aircraft of the Pacific Fleet 2 and 3 January: Sunk or destroyed: One large cargo ship west of Takao, one medium cargo ship at Keelung, one small cargo ship at Keelung, one patrol craft, 10 small coastal cargo ships, 11 small craft. Damaged: One destroyer, four destroyer escorts, six patrol craft, one landing ship, two landing craft, two large cargo ships, one medium cargo ship, 34 small cargo ships, seven small craft. Ground installations destroyed on Formosa: Eleven locomotives, four tank cars and several trucks and freight cars. In sweeps over the island our aircraft destroyed a railway bridge over Tamsui



See 1, 4 January.

River, a railroad station at Okayama and buildings and warehouses, fuel and ammunition dumps on all parts of the island.

Seventeen of our aircraft were lost in combat.

4. Army infantry units occupied Fais Island, east of Ulithi, 2 January against slight resistance. Eight of the enemy were killed and six captured. Our forces suffered losses of three killed and six wounded.

5. Fighters of the 4th Marine Aircraft Wing attacked fuel storage facilities on Babelthup in the Palaus on 4 January. Marine torpedo planes bombed enemy installations on Yap.

6. On 4 January aircraft of the 4th Marine Aircraft Wing continued neutralizing attacks on enemy-held bases in the Marshalls.

KANDY, Ceylon, *naval communique*—On 4 January a very accurate and successful attack was delivered by British naval carrier-borne aircraft against an oil refinery at Pangkalanbrandan in Sumatra. Photographs show that the powerhouse and other important plants received direct hits, as did oil tanks and many other buildings.

ROME, *naval communique*—During the last eight days naval gunfire support continued to be given the army in the neighborhood of the Franco-Italian frontier.

## 7 JANUARY

### U. S. Pacific Fleet Communique No. 226

Carrier-based aircraft of the United States Pacific Fleet attacked aircraft, shipping and installations in and around Luzon in the Philippines on 5 January. Preliminary and incomplete reports show that eight aircraft were shot down, 19 destroyed on the ground and 14 more damaged on the ground. Details of damage to shipping and ground targets are not yet available.

Surface units of the Pacific Fleet bombarded installations at Suribachi on Paramushiru Island in the Kurils on 5 January, starting a number of fires. The enemy returned our fire but our forces

suffered no damages.

Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed installations on Iwo Jima in the Volcanoes on 5 January.

Supply dumps and other material were destroyed at Babelthup in the Palaus by strafing fighters of the 4th Marine Aircraft Wing on the same date.

ADVANCED HEADQUARTERS ON LEYTE—*Visayas*: Light naval units on night patrol off Cebu sank a 1,000-ton freighter, two luggers and four barges.

ROME, *naval communique*—Enemy batteries and occupied buildings in the Massa area southeast of La Spezia were bombarded by the British destroyer *Lookout* in support of the Army on 6 January.

## 8 JANUARY

CHUNGKING, *14th AAF communique*—B-24s sank a freighter in an enemy convoy off Swatow on the night of 7 Jan.

ROME, *naval communique*—Referring to yesterday's naval communique, it is learned that the U. S. destroyer *Woolsey* and HMS *Lookout* bombarded enemy positions near Massa on 6 January.

## 9 JANUARY

### U. S. Pacific Fleet Communique No. 227

1. On 8 January carrier aircraft of the United States Pacific Fleet attacked Japanese aircraft installations and shipping in and around the islands of Formosa, Ishigaki, Miyako in the Sakishima group and Okinawa. Details of these operations are not yet available.

### U. S. Pacific Fleet Communique No. 228

Further reports of the attacks of aircraft from carriers of the U. S. Pacific Fleet which struck targets in and around Luzon in the Philippines on 5 and 6 January and caused damage to the enemy are now available as follows:

Aircraft: Ten shot down, 74 destroyed

on the ground, 103 damaged on the ground.

All aircraft figures are in addition to those reported in Communique 226.

Shipping destroyed, not previously reported: Three medium cargo ships sunk, four small coastal cargo ships sunk, five luggers sunk.

Shipping damaged, not previously reported: One large cargo ship, three medium cargo ships, nine small coastal cargo ships, one tug and 15 small craft.

Many fires were started by the attacking aircraft. In sweeps over the island, aircraft destroyed one locomotive, 15 freight cars, 46 trucks, barracks, fuel supplies and other installations and damaged buildings and other facilities. Our forces lost 15 planes in combat.

Partial reports from the Pacific Fleet show that the following damage was inflicted on the enemy by carrier-based aircraft in the attack on Formosa, Ishigaki and Miyako Jima in the Sakishima Group, and Okinawa on 8 January: 17 aircraft destroyed; 17 aircraft damaged; 14 small ships sunk; 17 small ships and luggers damaged; one large tanker left burning off Toshien, Formosa. The enemy offered no opposition in the air. Further details of this attack which was reported in Communique 227 are not now available.

On 7 January, Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed air installations on Iwo Jima in the Volcanoes. Our aircraft encountered moderate antiaircraft fire but all returned safely.

Aircraft of the 4th Marine Aircraft Wing and Fleet Air Wing 2 encountered meager antiaircraft fire in neutralizing attacks on enemy-held bases in the Marshalls on 6 and 7 January.

ADVANCED HEADQUARTERS ON LEYTE—*Luzon*: Our forces have landed on Luzon.

In a far-flung amphibious penetration our troops have seized four beachheads in Lingayen Gulf. The movement was covered by a blistering naval and air bombardment using both land-based and carrier-based planes. The enemy's air

force made repeated and desperate attacks against our naval force formations in an endeavor to break the cohesion of our movement, but, beyond inflicting some loss and damage, was unsuccessful.

In these encounters there were destroyed 79 enemy planes, one midget submarine, two destroyers, one coastal cargo ship and many small harbor and coastal craft.

The enemy evidently had not prepared for a landing in the Lingayen sector and as a result of this strategic surprise, our landing losses were insignificant. We are now in his rear. His main reinforcement and supply lines to the Philippines are cut and his ground fight for Luzon will have to be made with such resources as he now possesses there. The back door is closed. The decisive battle for the liberation of the Philippines and control of the Southwest Pacific is at hand.

General MacArthur is in personal com-

mand at the front and landed with his assault troops. Ground forces of the 6th Army are under Gen. Walter Krueger. His naval forces of the 7th Fleet and an Australian squadron are now under Vice Admiral Thomas C. Kinkaid, USN, and his air forces of the Far East Air Force are under Lt. Gen. George C. Kenney. The 3d Fleet under Admiral William F. Halsey Jr., USN, is acting in coordinated support.

KANDY, Ceylon, *15th Indian Corps communique*—British troops and men of the Royal Indian Navy were engaged in brisk action with the enemy to the northeast of Akyab.

## 10 JANUARY

### Navy Department Communique No. 567

1. The following craft have been lost in the Pacific area recently as a result of enemy action: four landing craft (LST), one motor torpedo-boat, one small submarine chaser, one small auxiliary vessel.

2. The above, in addition to the loss of the destroyers *Hull*, *Monaghan* and *Spence*, announced in a Navy Department press release today, together with losses previously announced in communiques, covers all losses of surface craft during the Philippine campaign up to 31 Dec. 1944.

[The press release announced the loss of the three DDs and damage to a number of other vessels during a severe typhoon.—Ed.]

ADVANCED HEADQUARTERS ON LUZON: Our ground forces are firmly established on the south shore of Lingayen Gulf and we have advanced an average of four miles. Supplies and equipment are pouring ashore. The enemy was apparently completely deceived by our landing in his rear rather than in his front on southern Luzon.

Carrier-based aircraft of the 7th Fleet swept the entire beachhead sector in direct support of our ground troops while air units of the Far Eastern Air Force swept the entire Luzon area with deadly effect.

ROME, *naval communique*—In spite of rough weather off the south coast of France, warships continued to give gunfire support to the army in the neighborhood of the Franco-Italian frontier.

MOSCOW, *communique*—Warships of the Red Banner Baltic Fleet sank a German transport vessel of 10,000 tons.

## 11 JANUARY

### U. S. Pacific Fleet Communique No. 229

On 8 January Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed air installations on Iwo Jima in the Volcanoes.

Suribachi, on Paramushiru in the Kurils, was bombed by Liberators of the 11th AAF on 9 January. The enemy offered no opposition.

Corsairs of the 4th Marine Aircraft Wing attacked enemy installations on Babelthup in the Palaus the same date.

Meager antiaircraft fire was encountered by 4th Marine Aircraft Wing fighters in an attack on gun positions and the power plant on Nauru, 9 January.

Fighters of the 4th Marine Aircraft Wing also carried out neutralizing attacks on enemy bases in the Marshalls, 8-9 January.

ADVANCED HEADQUARTERS ON LEYTE—*Visayas*: Motor-torpedo boats on night patrol sank a 1,000-ton freighter-transport at Palawan, a lugger at Cebu and two others in the Camotes Islands.

WASHINGTON, *20th AAF communique*—The Japanese-held naval base at Singapore was attacked by a medium force of B-29s on the morning of 10 January. The B-29s bombed shipping installations and reported good results.

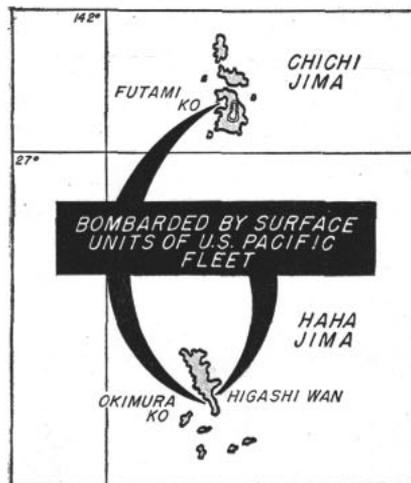
KANDY, Ceylon, *15th Indian Corps communique*—Indian troops have entered Pommagyun, a steamer station on the west bank of the Kaladan, 14 miles northeast of Akyab.

LONDON, *Air Ministry communique*—Yesterday afternoon Beaufighters of the RAF Coastal Command, escorted by Mustangs of the RAF Fighter Command, attacked enemy shipping off the Norwegian coast. A small-sized enemy merchant vessel and a minesweeper were hit and left on fire. Two Beaufighters are missing.

BRITISH PLANES  
HIT SUMATRA  
OIL REFINERY

FLEET ISLAND  
SHELL ISLAND  
IN KURILS

LUZON INVADED  
IN BIG AMPHIB  
OPERATION



B-29s HIT JAP  
NAVAL BASE  
AT SINGAPORE

See 6 January.



See 6 January.

### 12 JANUARY

#### U. S. Pacific Fleet Communique No. 230

Carrier aircraft of the Pacific Fleet are now attacking the enemy off the coast of French Indochina between Saigon and Camranh Bay.

#### U. S. Pacific Fleet Communique No. 231

Additional reports from forces of the United States Pacific Fleet which struck at shipping along the coast of French Indochina 11 January show our carrier aircraft attacked four convoys and other scattered units, sinking a total of 25 ships, including a *Katori*-class light cruiser and several destroyers or destroyer escorts. Heavy damage was inflicted on 13 additional vessels.

Eighteen aircraft were observed airborne over Saigon, of which our fighters shot down 10. A bomber off the Indochina coast and eight of the 50 planes at Thanh Son Nhut air base north of Saigon Island were destroyed. Twenty flying boats and seaplanes in Camranh, Cat-Lai, near Saigon, and Qui Nhon harbor, about 250 miles northeast of Saigon, were also destroyed.

At last reports our surface forces had suffered no damage and were continuing their attacks.

Conclusive evidence has been obtained which shows that on 24 Oct. 1944 the Japanese battleship *Musashi* blew up and sank as the result of damage inflicted on her by aircraft attacks. These attacks were made by carrier aircraft from the Pacific Fleet task force commanded by Vice Admiral Marc A. Mitscher.

The *Musashi* and her sister ship *Yamato*, which was damaged by bombs during the same action, were the two most powerful battleships in the Japanese fleet.

On 9-10 January Army Liberators of the Strategic Air Force bombed the airfield and other installations on Iwo Jima in the Volcanoes.

Torpedo planes of the 4th Aircraft Wing attacked air installations on Yap in the western Carolines 10 January.

Marine fighter aircraft ranged over targets in the Palaus on the same date, sinking barges on Koror, destroying an ammunition dump on Babelthup and striking other targets on Urukthapel Island.

4th Marine Aircraft Wing fighters bombed boat facilities at Nauru through moderate anti-aircraft fire 10 January.

On the same date Marine fighters and divebombers made neutralizing attacks on enemy bases in the Marshalls.

ADVANCED HEADQUARTERS ON LUZON—During the day our naval units attacked an enemy concentration of 46 small freighters and coastal vessels attempting to unload at San Fernando, north of Lingayen Gulf. All the enemy vessels were sunk or heavily damaged. The port was

shelled and three large ammunition dumps were destroyed. We had no losses. . . . New Guinea; A Royal Australian Navy unit shelled enemy coastal positions.

KANDY, Ceylon, 15th Indian Corps communique—Under cover of darkness a force of Japanese landed from boats in the neighborhood of Ponnagayun, approximately 14 miles northeast of Akyab town. In a battle which lasted for more than an hour our troops claim to have inflicted a substantial number of casualties.

ROME, naval communique—During the early hours of 11 January, in spite of bad weather, a force of British and U. S. light craft on patrol southeast of Genoa met and engaged a convoy of enemy F-lighters. Torpedoes were fired. Hits on two of the lighters resulted in fires and heavy explosions. Probable hits on a third lighter also caused an explosion.

### 13 JANUARY

#### U. S. Pacific Fleet Communique No. 232

Following the first carrier attacks in the vicinity of Saigon on 11 January numerous fires were observed on shore, especially at Thanh Son airbase and at Port Nhabe. Six transports were included in the ships sunk at Saigon. At least six ships were sunk in the harbor at Quinhon.

Reports of the United States Pacific Fleet carrier aircraft strike against Formosa on 8 January have now been amplified. They show that the following damage was inflicted on the enemy in addition to that reported for the same attack in communique 228:

Shipping sunk: Two destroyers or destroyer escorts, one oiler, one large cargo ship, two medium cargo ships, 18 small craft. Communique 228 reported that 14 small ships not included in the above had been sunk. This figure is now reduced to nine.

Shipping damaged: One destroyer, five destroyer escorts, two oilers, five large cargo ships, three medium cargo ships, 28 small ships, 42 small craft.

Aircraft: Two Zeros destroyed, 44 damaged. In addition to these aircraft our search and patrol planes shot down seven other enemy planes on 9 and 10 January.

Ground installations: An ammunition dump and chemical plant destroyed at Keelung, two hangars, five locomotives and three tank cars destroyed at Heito, radio stations damaged at Giran. An aluminum and nickel smelter damaged at Karenko. Shops damaged at Tainan, Heito, Kobi and Toyohara.

Our forces lost four aircraft in combat during the attack on Formosa.

It can now be announced that heavy bomber units of the 7th AAF assisting the Far Eastern Air Force have been operating from the Palau Islands against targets in the Philippines in support of operations of the Commander in Chief, Southwest Pacific. Army Liberators of the 7th AAF have been engaged in attacking the enemy on Luzon, Cebu, Negros, and Mactan. In addition, the same units have carried out attacks in the Palaus and western Carolines. A summary of operations from 1 Nov. 1944 to 4 Jan. 1945, shows that 1,375 tons of bombs have been dropped on enemy targets in 714 sorties.

#### U. S. Pacific Fleet Communique No. 233

1. Liberators of the 11th AAF bombed airfield facilities near Kurabu Saki at the southern end of Paramushiru in the Kurils on 10 January. Six enemy fighters in the air and moderate anti-aircraft fire were encountered, but all our aircraft returned safely.

2. On the following day 11th AAF Mitchells strafed and bombed installations on Torishima Retto, southeast of Paramushiru, starting extensive fires. The enemy sent up meager anti-aircraft fire. Liberators of the 11th AAF on the same date struck installations in Suribachi on Paramushiru, meeting moderate anti-aircraft fire. Four enemy fighters attacked, of which one was damaged. All of our aircraft returned safely from these operations.

3. Fighters of the 4th Marine Aircraft Wing destroyed a building and supply dump on Babelthup and bombed defenses on Urukthapel in the Palaus on 11 January.

ADVANCED HEADQUARTERS ON LUZON—Our medium fighter planes continued to maintain complete air supremacy. They struck enemy surface craft along the west

coast near Vigan with deadly effect, destroying over 50 coastal vessels.

Surface units of the 7th Fleet bombarded enemy installations at Rosario, east of our beachhead, causing explosions and large fires.

KANDY, Ceylon, 15th Indian Corps communique—Supported by naval and air bombardment, our troops have landed on the Myebon peninsula in Hunter's Bay, 32 miles from Akyab town. There was opposition from enemy artillery and machine guns but our troops have succeeded in establishing a bridgehead.

ROME, naval communique—On 10 January the French destroyer *Le Fortune* was attacked by enemy explosive boats south of San Remo. One of them was sunk by gunfire. On 11 January the French cruiser *Georges Leygues* bombarded and obtained a direct hit on a vessel on slips at Pietra Ligure, a small port on the Italian coast between Savona and Imperia.

LONDON, Admiralty communique—Another valuable enemy convoy carrying war supplies was almost completely destroyed by Home Fleet units off the coast of Norway 12 January.

The convoy of seven or eight ships, including a large tanker and two M class minesweepers, was encountered close inshore approaching Egorsund harbor, south of Stavanger. The convoy was illuminated by starshells and His Majesty's ships opened fire. Preliminary reports indicate that during the short but brisk gun action which ensued three or four of the enemy ships, including the tanker and one of the minesweepers, are believed to have been sunk. Remaining ships of the convoy were severely damaged and left blazing. The enemy made use of shore searchlights and joined in the action with coastal batteries, but without effect. Later, during the daylight hours, enemy torpedo-carrying aircraft attempted to attack His Majesty's force. The attack was broken up.

ADVANCED HEADQUARTERS ON LUZON—Cebu: Our motor-torpedo boats on night patrol sank two supply-land luggers off the northeast coast. . . . Leyte: Naval patrols intercepted and destroyed four westbound troop-laden barges off the northeast coast, inflicting heavy casualties. Moscow, communique—Ships of the Red Banner Baltic Fleet sank an enemy supply ship of 6,000 tons. In the Memel port area our coastal artillery sank a German transport of 4,000 tons.

### 14 JANUARY

ADVANCED HEADQUARTERS ON LUZON—Cebu: Our motor-torpedo boats on night patrol sank two supply-land luggers off the northeast coast. . . . Leyte: Naval patrols intercepted and destroyed four westbound troop-laden barges off the northeast coast, inflicting heavy casualties.

Moscow, communique—Ships of the Red Banner Baltic Fleet sank an enemy supply ship of 6,000 tons. In the Memel port area our coastal artillery sank a German transport of 4,000 tons.

### 15 JANUARY

#### U. S. Pacific Fleet Communique No. 234

Further reports from United States Fleet forces which struck at shipping and other targets along the coast of French Indochina on 11 January show our carrier based aircraft inflicted the following damage on the enemy. (This report includes damage previously reported in communique 231.)

Sunk: 41 ships, totaling about 127,000



See 5, 13 January.

tons. Damaged: 28 ships totaling about 70,000 tons.

Enemy plane damage: 15 aircraft shot down; 77 destroyed on the ground; 20 aircraft destroyed on the water; about 50 aircraft damaged on the ground.

Ground installations: A large dock at Camranh Bay was demolished. Five oil tanks at Saigon were destroyed. Oil storage facilities, warehouses and buildings on the Saigon River were destroyed.

A seaplane hangar at Cat-Lai was destroyed. Two locomotives at Quangngai were destroyed. Oil refineries in the Saigon area were damaged heavily. Fires were started in the Saigon Navy Yard.

Our forces suffered losses of 16 planes in combat.

While inflicting damage listed above, our aircraft sank a convoy of one oiler, four medium cargo ships, two destroyer escorts and four coastal cargo ships, its entirety. A second convoy was all sunk or damaged and beached. It consisted of one light cruiser, now believed to be the *Kashii* of the *Katori* class, four destroyer escorts, four oilers, seven medium and two small cargo ships and one coastal ship. A third group of ships approaching Saigon from the south was attacked. An oiler was sunk, one large cargo ship, one medium cargo ship and one small coastal cargo ship damaged. At Camranh Bay, a destroyer escort and a small cargo ship were sunk and at Cap St. Jacques three destroyer escorts, one oiler, three large cargo ships and a small cargo ship were sunk.

Attacking the Saigon area heavily, our planes sank a large oiler, a large troop transport, two medium cargo ships, a dismantled French light cruiser, the *Lamotte Picquet*, and damaged a large cargo ship, four medium cargo ships and two coastal cargo ships. Along the coast, our planes sank an additional medium cargo ship and damaged five small coastal cargo vessels.

On 13 January carrier-based aircraft of the Pacific Fleet struck at targets in Formosa and along the China coast, including Amoy, Swatow and Hong Kong. Details of these attacks are not now available.

Fires were started in the storage areas at Iwo Jima in the Volcanoes by bombs dropped by Army Liberators of the Strategic Air Force, Pacific Ocean Areas, 12 and 13 January. On the same date Marine Mitchells scored rocket hits on a small ship in Okimura Ko at Haha Jima in the Bonins.

Fighters of the 4th Marine Aircraft Wing attacked warehouses, defense positions, coastal defenses and a dry dock on Babelthuap and Urukthapel in the Palaus on 12 January. Attacks on Babelthuap were repeated the following day.

An enemy reconnaissance plane was shot down off Guam in the Marianas on 13 January.

Sixty-eight tons of bombs were dropped on installations at Truk in the Carolines by Army Liberators of the Strategic Air Force on 13 January. Escorting Lightning fighters shot down two defending enemy fighters and probably destroyed another.

Search Venturas of Fleet Air Wing 2 bombed and strafed targets on Wake Island through intense antiaircraft fire on 12 January.

Neutralizing raids were continued by the 4th Marine Aircraft Wing on enemy-held bases in the Marshalls on 12 January.

CHUNGKING, 11th AAF communique—On 14 January P-51s sank a fuel vessel, probably sank another vessel and damaged five in a sweep over enemy shipping on the Yangtze from Anking to Klukiang.

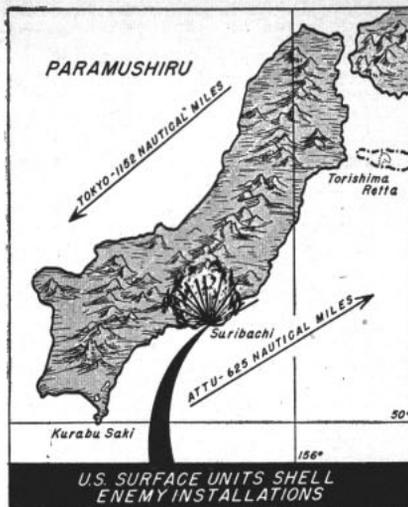
## 16 JANUARY

### U. S. Pacific Fleet Communique No. 235

1. Carrier aircraft of the United States Pacific Fleet attacked shipping and other targets in Formosa and along the coast of China, including Canton, Swatow and Hong Kong on 14-15 January.

2. Preliminary incomplete reports show the following damage inflicted on the enemy 14 January.

Sunk: Nine ships totaling about 22,000 tons, including one destroyer escort and one oiler; damaged: nine ships and nine small vessels; enemy plane damage: 16 aircraft shot down, 18 aircraft destroyed



### See 7 January.

on the ground, 38 aircraft damaged on the ground; ground installations: warehouses, docks and seven locomotives were destroyed at Takao, Formosa; buildings, ammunition dumps and other installations destroyed or damaged at Pratas Reef, southeast of Hong Kong.

3. Preliminary incomplete reports show the following damage inflicted on the enemy 15 January:

Sunk or damaged: Shipping totaling about 82,000 tons, including the 17,000-ton tanker *Kamoi* seen listing, and two oilers seen burning; enemy plane damage: seven aircraft shot down, one aircraft destroyed on the ground, seven aircraft damaged on the ground; ground installations: the Royal Navy and Takoo docks, harbor facilities and fuel storage areas at Hong Kong, and Canton heavily damaged.

4. Little air opposition was encountered by our aircraft over any targets. Over Hong Kong and Canton there was none.

5. A Japanese reconnaissance plane was shot down by our aircraft off Tinian in the Marianas 14 January.

6. Neutralizing raids on enemy-held bases in the Marshalls were continued by planes of the 4th Marine Aircraft Wing 14-15 January.

## 17 JANUARY

ADVANCED HEADQUARTERS ON LUZON—Our carrier planes in strafing sweeps damaged four enemy freighters north of Lingayen Gulf. Light naval patrol units sank four enemy barges near Vigan. . . . Borneo: Night air patrols bombed docks at Brunei Bay and sank a 1,000-ton vessel to the southwest. . . . Celebes: Fighter-bombers attacking shipping in the Kendari area destroyed or damaged an oil barge and 13 coastal vessels.

KANDY, Ceylon, 15th Indian Corps communique—Naval craft on patrol sank three enemy armed vessels.

CHUNGKING, 14th AAF communique—P-51s on Monday in a sweep of Yangtze River shipping from Wuhu to Kikiang, destroyed two vessels and probably destroyed two others and damaged four.

## 18 JANUARY

### Navy Department Communique No. 568

#### PACIFIC AND FAR EAST

United States submarines have reported the sinking of 24 enemy vessels, including four combat vessels—a destroyer and three escort craft—as a result of operations against the enemy in these waters.

The vessels sunk were: One destroyer, three escort vessels, one large cargo transport, two large tankers, one medium cargo transport, eight medium cargo vessels, two medium tankers, one medium transport, four small cargo vessels, one small tanker.

These actions have not been announced in any previous Navy communique.

### U. S. Pacific Fleet Communique No. 236

1. 7th AAF Liberators and Lightning fighters, operating under the Strategic Air Force, Pacific Ocean Areas, attacked

airstrip installations on Iwo Jima in the Volcanoes on 15 January.

2. Assurance has been received that no Frenchmen were lost in the sinking of the French light cruiser *Lamotte Picquet* (Communique 234).

3. Enemy facilities on Rota in the Marianas were strafed and bombed by the 4th Marine Aircraft Wing on the same date.

4. 4th Marine Aircraft with fighters attacked installations on Babelthuap in the Palaus 15 and 16 January.

5. On 16 January Marine torpedo planes and fighters struck at harbor facilities on Yap in the western Carolines.

ADVANCED HEADQUARTERS ON LUZON—Our naval units effectively bombed enemy positions and installations at Rosario. . . . Leyte: Motor-torpedo boats in the Camotes Sea destroyed three enemy barges and another probably. . . . Formosa: Night reconnaissance bombers attacked Okayama and the seaplane base at Toko, causing large fuel fires and explosions.

CHUNGKING, 14th AAF communique—Fighter-bombers on 16 and 17 January swept the entire perimeter of Japanese-occupied China. Thousands of tons of Japanese shipping were destroyed.

## 19 JANUARY

### U. S. Pacific Fleet Communique No. 237

1. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, bombed targets on Chichi Jima and Haha Jima in the Bonins, starting fires among installations on both islands, on 17 January.

2. On the same date Army Liberators also attacked the airstrip facilities on Iwo Jima in the Volcanoes.

3. Marine Mitchells of the Strategic Air Force made rocket attacks on two small convoys north of the Bonins 18 January, scoring hits on a medium cargo vessel and one other vessel. The attacks were met with medium antiaircraft fire.

4. In operations over the China coast on 13, 14 and 15 January our forces lost 22 carrier-based aircraft in combat. (Communique 234 and 236).

5. On 17 January 4th Marine Aircraft Wing fighters and torpedo planes attacked targets in and around Arakabeson.

6. Installations on Yap in the western Carolines were struck by torpedo planes the same date.

KANDY, Ceylon, 15th Indian Corps communique—Following a naval, air and artillery bombardment our troops captured a feature north of Kartha, on the Myebon Peninsula.

## 20 JANUARY

### U. S. Pacific Fleet Communique No. 238

1. Army Liberators of the Strategic Air Force, Pacific Ocean Areas, encountered moderate antiaircraft fire while bombing airstrips on Marcus Island 15 January.

2. During a rainstorm the night of 17 January two barges carrying about 64 enemy troops landed on Peleliu Island from neighboring Japanese-held bases. Forty-nine of the attackers were killed, two taken prisoner and the remainder surrounded by our forces. Last reports were no damage was caused to our installations.

3. Fighters of the 4th Marine Aircraft Wing bombed installations on Urukthapel in the Palaus and struck at buildings and small craft at Merir and Sonsorol Islands, southwest of the Palaus, 17 January. On the following day Marine Corsairs sank a barge and launch and struck at a bridge at Babelthuap.

4. On 18 January Marine torpedo planes bombed enemy installations on Yap, in the western Carolines.

5. Liberators of the 11th AAF bombed Kurabu Saki at the southern end of Paramushiru Island in the Kurils 19 January. Meager antiaircraft fire was encountered.

6. Neutralizing raids on enemy-held bases in the Marshalls were continued by planes of the 4th Marine Aircraft Wing.

ADVANCED HEADQUARTERS ON LUZON—Leyte: Elements of our ground forces have landed in the Camotes Islands midway between Leyte and Cebu. Minor enemy air raids have been the only opposition. Our light naval patrols destroyed three enemy barges.

KANDY, Ceylon, 15th Indian Corps communique—Four enemy assault craft engaged our motor gunboats in Damngbon Chaung, nine miles southeast of Myebon. Two enemy craft were sunk, one was probably sunk and one damaged.

OUR CARRIER PLANES HIT CHINA COAST

U. S. SUBS SINK 24 JAP VESSELS

# Manpower

(Continued from page 16)

welfare and morale of the men of the service.

By establishing a Planning & Control division, and freeing it from day-to-day administrative problems, the Bureau was able to get the benefit of long-range planning and to assign responsibility for future operations. Authority was decentralized, and channels to the top of the Bureau organization narrowed, leaving the Chief and Assistant Chief more free to deal with basic policy and major decisions.

That these moves were sound would appear from the fact that BuPers' job was done—certainly never done perfectly—but done. The changes also resulted in greater efficiency in the use of personnel within the Bureau itself. During World War I there was an average of 4 persons in the Bureau for every 1,000 in the Navy. For the 10 years preceding 1942, the average was between 3.5 and 4. The present ratio is 1.7 persons in the Bureau to every 1,000 persons in the Navy.

Of the 5,000 people now at BuPers, male officers number 833, or about 17%. There were at one time 1,362 enlisted men, but reorganization, efficient personnel management and a welcome influx of Waves have enabled the Bureau to "free a man for sea" to the tune of almost 1,000 of them; the present number of enlisted men is down to 383, mostly specialists. Wave personnel now number 213 officers and 2,477 enlisted Waves, and there are 1,411 civilian workers in the Bureau.

## Looking Ahead

Main items on BuPers' calendar these days are four: (1) further decentralization, and better organization of the Navy's field agencies, such as naval districts and service forces engaged in personnel administration; (2) improved methods for placement and promotion of officers and men; (3) all possible improvement in the job of

providing welfare and morale services to the officers and men of the Navy; (4) plans for the postwar Navy and demobilization.

As far as the future transition from war to peace goes, it's impossible to tell at this time what the precise nature of the problems will be, but certain of them do appear in broad outline and are already receiving major attention. These might be listed as:

*The size and composition of the personnel of the regular Navy after the war.* This will of necessity depend in large measure on the strategic requirements to which national policy will commit the Navy. Alternative personnel plans have been drawn up and are kept currently revised.

*The number and type of Reserve personnel to be taken into the Regular Navy.* The same points as above apply here too, and a board is now convened to consider the regulations under which reserves will transfer to the regular Navy, and the problem of organization of the Naval Reserve in the postwar period. Serious attention is being given to how to attract the best type of Reserve officer and how to hold for the Navy the interest and good-will of those who return to civilian life.

*The actual problem of demobilization.* In this field also the Navy has prepared a series of alternative plans developed from various assumptions as to the size of the Navy to be retained and the number of men to be demobilized. Organization units have been established to discharge the legal and

## HOW DID IT START?

### SMOKING LAMP



In the days before the modern cigaret lighter, when sailors couldn't carry matches for reasons of safety or scarcity, lamps from which a man could get a light were

hung in the fo'c'sle and other convenient places on shipboard. Smoking aboard these ships of yesteryear was restricted to specified periods by the bosuns or deck officers who ordered "Smoking lamp lit" or "Smoking lamp out."

Today, the smoking lamp has survived only as a figure of speech. When the officer of the deck says "The smoking lamp is out" before drills, refueling or taking ammunition, that is the Navy's way of saying "knock off smoking."

moral responsibilities of the Navy to its discharged personnel, and experimental demobilization centers have been established and are now in operation. As the volume demobilization of Army personnel will precede that of the Navy, BuPers hopes to learn and profit by the experience of the Army in this.

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

1. With one exception all sentences by courts-martial may be determined by a majority of votes. Name the exception.
2. What U. S. naval hero said, "I have not yet begun to fight"?
3. Which were closer to Tokyo: (a) the U. S. warships which recently shelled Paramushiru in the Kurils, or (b) those which bombarded Chichi Jima in the Bonins?
4. The "prevailing westerlies" are winds which blow: (a) toward the west (b) from the west?
5. What is "laden in bulk"?
6. The drift of a ship caused by the wind is called . . . .
7. What is "bright woodwork"?

dered the officer of the deck or the national ensign?

13. An enlisted man completes eight years continuous service in the U. S. Navy and receives his second Good Conduct Award. He then has gold service stripes sewed on his uniforms. Is he correct or incorrect? Why?

14. The Battle of Manila Bay occurred during the (a) Mexican War, (b) World War, (c) Spanish-American War, (d) present conflict.

15. How many of the ribbons representing campaigns and medals are colored in horizontal stripes?

(Answers on page 70)

## WHAT'S IN A NAME?

### CHARLEY NOBLE

A British merchant service captain, Charles Noble, is said to be responsible for the origin, about 1850, of this nickname for the galley smokestack. It seems that Captain Noble, discovering that the stack of his ship's galley was made of copper, ordered that it be kept bright. The ship's crew crew started referring to the stack as the "Charley Noble," and the practice spread throughout the British merchant service. It later was taken up by the British and American navies and is still in use.



LST's Charley Noble

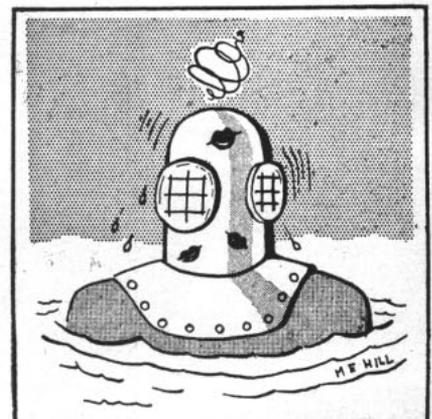


8. Shown here is the specialty mark for the rating of . . . .
9. The island of Okinawa, scene of recent U. S. naval action, is in the (a) Philippines, (b) Ryukyus, (c) Volcanoes?

10. The first U. S. naval air station was opened in 1914 on the site of an abandoned Navy Yard at . . . .

11. Give the full titles for the rates represented by these abbreviations: (a) ACOMB, (b) ACBM, (c) ACMMF.

12. Upon boarding a ship of the U. S. Navy, the salute is first ren-



Seadust (NTC & ABD, Gulfport, Miss.)

# DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

## Medal of Honor Awarded to Commanders Of Submarine and Carrier Air Group

In ceremonies at the White House last month President Roosevelt presented the Congressional Medal of Honor to Comdr. Lawson P. Ramage, USN, Lowville, N. Y., who commanded his submarine from the bridge in a 46-minute surface duel with a heavily escorted Jap convoy, and to Comdr. David McCampbell, USN, Los Angeles, who shot down 34 Jap planes and destroyed 20 more on the ground.

In a pre-dawn attack on a Japanese convoy, Commander Ramage penetrated the convoy's screen and launched a perilous surface attack from his submarine on an enemy freighter. A series of bow and stern torpedoes sank the leading tanker and damaged a second one. Exposed by light of bursting flares and defiant of shellfire overhead, the submarine struck again, sinking a transport by two forward reloads.

Commander Ramage, in the mounting fire from the damaged tanker, calmly ordered his men below and remained on the bridge to fight it out with an enemy disorganized and confused. As the transport closed in to ram the sub, Commander Ramage swung the stern of the submarine as she crossed the bow of the onrushing ship, clearing her by less than 50 feet but placing his sub in the deadly cross-fire from escorts on all sides. He sent three bow shots into the transport and then scored a killing hit as a climax

to 46 minutes of violent action. The submarine and her crew retired unscathed.

Commander Ramage, first submarine skipper to receive the Medal of Honor while living, had previously won the Navy Cross and a gold star in lieu of a second Navy Cross for heroic submarine action, and was CO of the USS *Trout*, later lost, when that submarine was awarded the Presidential Unit Citation.

Commander McCampbell, Commander of Air Group 15, led his fighter planes against a force of 80 Japanese carrier-based aircraft bearing down on our fleet during the Battle of the Philippine Sea in June 1944. Striking fiercely in defense of our surface force, he personally destroyed seven planes, while the outnumbering attack force was routed and virtually annihilated.

During the Battle of the Philippines in October, Commander McCampbell, assisted by one plane, daringly attacked a formation of 60 land-based enemy aircraft. He shot down nine Japs and forced the remainder to abandon the attack before a single aircraft could reach the fleet.

Commander McCampbell previously had won the Navy Cross, the Distinguished Flying Cross and a gold star in lieu of a second Distinguished Flying Cross.

## British Award Conferred On 4 U. S. Naval Officers

Four U.S. naval officers have been made Companions of the Distinguished Service Order of Great Britain for distinguished service in operations which resulted in the capture of Sicily. They are Rear Admiral Paul Hendren, USN, Chapel Hill, N.C.; Commodore Robert W. Cary, USN, San Francisco, Calif.; Capt. Lorenzo S. Sabin Jr., USN, Dallas, Tex., and Capt. Charles Wellborn Jr., USN, Los Angeles, Calif. Rear Admiral Hendren received the award from Admiral James Somerville, RN, head of the British Admiralty Delegation, at presentation ceremonies in Washington, D. C.

## Squadron Leader Wins Four Medals

For heroism and extraordinary achievement as leader of a squadron of carrier-based fighter planes in operations which resulted in the destruction of more than 130 Japanese aircraft, Comdr. William A. Dean Jr., USN, Coronado, Calif., has been awarded the Navy Cross, the Distinguished Flying Cross and gold stars in lieu of second and third Distinguished Flying Crosses.

He received the Navy Cross for leading fighter attacks on enemy airfields and fleet units during the Saipan operation. On 11 June 1944 his squadron shot down 23 enemy aircraft



COMMANDER RAMAGE receives Medal of Honor from President. Officer's parents and wife witness ceremony.



COMMANDER McCAMPBELL's Medal of Honor is pinned on by his mother as his sister and President watch.

Official U. S. Navy photographs

# NAVY CROSS AWARDS



John E. Lee  
Comdr., USN



William A. Dean Jr.  
Comdr., USN



Antone R. Gallaher  
Comdr., USN



Thomas W. Hogan  
Comdr., USN



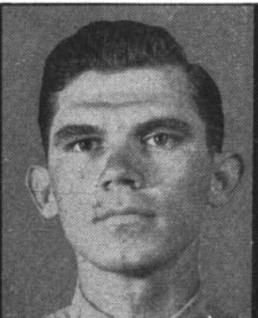
Lawrence T. DuBose  
Rear Admiral, USN



Eli T. Reich  
Comdr., USN



Clarence G. Campbell Jr.  
Lieut., USNR



Charles W. Nelson  
Lieut., USNR



John H. Line  
GM2c, USNR

Photographs not available of Capt. William V. O'Regan, USN, and Herman J. Teeter, S1c, USNR. See report of Line's citation in January INFORMATION BULLETIN, p. 59.

in the Marianas and he shot down four. On 20 June his squadron attacked major units of the enemy fleet and, in the face of intense anti-aircraft fire and fighter opposition, he personally scored a direct bomb hit on a large enemy carrier.

For leading his squadron on a raid on Kwajalein Atoll on 4 Dec. 1943, in which he shot down one plane and his squadron shot down four and destroyed 11 more on the ground, he was awarded the Distinguished Flying Cross.

Commander Dean won his second Distinguished Flying Cross when, on 19 June 1944, he led his squadron directly into approaching formations of enemy aircraft threatening major units of our fleet in the Marianas Islands area. In air battles which lasted several hours his squadron destroyed 52 enemy planes, of which he shot down two. The enemy air attack was disrupted and a major counter blow

dealt the enemy carrier-borne aircraft.

On 3 July 1944 in the Kazan Islands area his squadron destroyed 30 enemy planes on the ground. Then, having lost his altitude advantage during the attack, Commander Dean fought his way through a vastly superior number of enemy planes to join his squadron, personally shooting down three enemy fighters. For this he was awarded a gold star in lieu of a third Distinguished Flying Cross.

## Seaman Cited for Taking Charge of Sinking Ship

A seaman first class who took over the command of a landing craft during the Normandy invasion, when all the officers had been wounded or thrown clear by an explosion aboard, has been awarded the Navy Cross. Herman J. Teeter, S1c, USNR, Cone-

maugh, Pa., himself thrown overboard by the explosion, swam back to the ship, climbed aboard, cut off the float nets and then directed the abandonment of the ship. Under his supervision members of the crew removed wounded shipmates and aided the wounded in the water until help arrived.



Gold Star in Lieu of Third  
NAVY CROSS

★ Rear Admiral Laurence T. DuBose, USN, Annapolis, Md.: While in command of a specially constituted task group charged with a difficult mission, his task group was attacked repeatedly by large numbers of Japanese aircraft. However, he fought his group so skillfully that practically all the attacking planes were destroyed. His unfaltering determination, courageous and intelligent leadership contributed materially to the accomplishment of this difficult mission.

★ Comdr. Thomas W. Hogan, USN, Groton, Conn.: As commanding officer of a submarine during a war patrol in enemy-controlled waters his actions and conduct were in keeping with the highest traditions of the Navy of the United States.



Gold Star in Lieu of Second  
NAVY CROSS

★ Comdr. Antone R. Gallaher, USN, Newport, R. I.: As commanding officer of a submarine he skillfully penetrated a strong enemy escort screen to launch torpedo attacks which resulted in the sinking of enemy vessels totaling 24,000 tons. His skillful evasive tactics enabled him to avoid severe enemy counterattacks and successfully bring his ship to port.

★ Comdr. Thomas W. Hogan, USN, Groton, Conn.: While commanding a submarine during the third war patrol of that vessel he delivered aggressive submerged torpedo attacks upon two heavily escorted enemy convoys, sinking two vessels and damaging another. He also succeeded in sinking an enemy sailing vessel with gunfire.

★ Comdr. John E. Lee, USN, San Diego, Calif.: As commanding officer of a submarine he penetrated enemy air and surface escort screens to launch brilliantly planned torpedo attacks which resulted in the sinking of an enemy warship and other enemy ships. His skillful evasive tactics enabled him to avoid damage to his ship and bring her back to port.



NAVY CROSS

★ Capt. William V. O'Regan, USN, New London, Conn.: As a submarine commander in the Pacific from 14 June to 1 Aug. 1944 his capable performance of duty resulted in severe damage to the enemy. His efforts

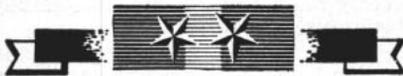
**NAVY CROSS cont.**

during this period contributed materially to the successful prosecution of the war against the Japanese.

★ Comdr. Eli T. Reich, USN, Washington, D. C.: While commanding a submarine he penetrated strong enemy escort screens and succeeded in sinking enemy ships totaling over 19,000 tons. In addition, a well conducted gun attack destroyed a 100-ton enemy sampan. He skillfully evaded serious damage by depth-charging and brought his ship to port.

★ Lieut. Clarence G. Campbell Jr., USNR, Pelham Manor, N. Y. (posthumously): As pilot of a torpedo plane attached to the USS *Hornet* in the vicinity of the Marianas on 4 Aug. 1944 he pressed home a determined attack on a large enemy destroyer. When his torpedo failed to release he made a second, daring run, accurately scoring a direct hit amidships and leaving the hostile vessel in a sinking condition. Forced to land on the water as a result of the severe damage inflicted on his craft, he skillfully set his plane down on heavy seas without injury to his crewmen, before he himself succumbed.

★ Lieut. Charles W. Nelson, USNR, New Orleans, La. (posthumously): Leading a division of carrier-based torpedo bombers against the Japanese fleet west of the Marianas on 20 June 1944 he faced terrific opposition to launch an attack on an enemy carrier. He led his planes down through the clouds at high speed, holding his course through the intense fire of the carrier, a battleship and a screen of several cruisers and destroyers, and dropped his torpedo on a course straight and true to his target. Hit by antiaircraft fire, his plane went into a steep bank, burst into flames and crashed into the sea.



Gold Star in Lieu of Third  
DISTINGUISHED SERVICE MEDAL

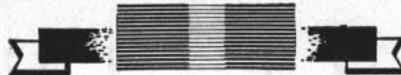
★ Lt. Gen. Holland M. Smith, USMC, Washington, D. C.: While Commanding General of Expeditionary Troops comprising all troops of the Army, Marine Corps and Navy attached to the assault and garrison forces during the capture of the southern



Gen. Smith

Marianas Islands, 24 May to 14 Aug. 1944, and while in direct command of the northern troops and landing forces during the capture of Saipan, he rendered most distinguished service. His plans for the organization and supply of troops, his indoctrination and training of them and his tactical plans for landing and for combat all showed his mastery of amphibious warfare. His tactical handling and leadership of troops during tough

fighting proclaim his generalship to the highest degree.



DISTINGUISHED SERVICE MEDAL

★ Read Admiral Freeland A. Daubin, USN, Washington, D. C.: As Commander Submarines, Atlantic Fleet, from March 1942 to November 1944, he was largely responsible for excellent training procedures carried out in the intensive schooling of officers and crews for many of the fleet submarines. Through his initiative and professional skill he has contributed to the splendid results of our submarine operations.



Gold Star in Lieu of Third  
LEGION OF MERIT

★ Capt. Charles Wellborn Jr., USN, Washington, D. C.: As chief of staff to an amphibious group commander prior to and during the invasion of a Japanese-held island in the Pacific from December 1943 to April 1944 he was responsible for the effective organization of members of the staff during the preparatory phase of the operations. By his capable assistance in coordinating and training all units of a task force carrying out the invasion activities, he contributed essentially to the success of the assault.



Gold Star in Lieu of Second  
LEGION OF MERIT

★ Capt. Ross A. Dierdorff, USN, Annapolis, Md.: As commander of a task unit and commanding officer of the USS *Elizabeth C. Stanton* during the invasion of Italy, by his training, planning and exemplary performance under fire enabled the troops and sup-

**Army Colonel Decorated For Service With Fleet**

Col. George S. Eckhardt, USA, Viroqua, Wisc., who served as Army officer on the staff of Commander 5th Fleet from 5 Aug. 1943 until 30 Nov. 1944, has been awarded a gold star in lieu of a second Legion of Merit. Colonel Eckhardt participated in the occupations of Gilbert, Marshall and Marianas Islands, in sea and air strikes in the Central Pacific and in the Battle of the Philippine Sea. During these operations he maintained close liaison with ground force staffs concerned and was ever at hand to advise the fleet commander in matters concerning the Army and amphibious and ground force operations.

plies of his task unit to be landed promptly. Throughout a critical period he gallantly fought his ship, accomplished his mission and withdrew his unit with minimum casualties to personnel.

★ Capt. Elton W. Grenfell, USN, Honolulu, Oahu, T. H.: As strategic planning officer on the staff of Commander, Submarine Force, Pacific Fleet from 12 Dec. 1942 to 17 Aug. 1944 he contributed materially to the success of our submarine operations in enemy waters which resulted in very severe damage to the enemy.

★ Capt. Ruthven E. Libby, USN, Spokane, Wash.: As commander of the screen of naval attack forces engaged in operations for the capture of Saipan and Tinian, 15 June to 2 Aug. 1944, he exercised sound judgment and skill in drawing up plans for the protection of our forces. In directing these difficult operations he prevented enemy submarines from penetrating the screen or damaging any of our vessels.



Capt. Libby



LEGION OF MERIT

★ Rear Admiral Joseph F. Farley, USCG, Alexandria, Va.: As District Coast Guard Officer of the 8th Naval District from June 1942 to December 1943 he safeguarded the many ports in this district during a particularly dangerous period of the war. He worked with untiring zeal and brilliant initiative to direct the training and equipping of port security organizations. Despite the complexity of his tasks he developed superbly trained groups which insured the security of every ship and port under his command.



Admiral Farley

★ Rear Admiral Samuel P. Ginder, USN, Tallahassee, Fla.: As commander of a task group during operations in the Marshall Islands from 29 Jan. to 22 Feb. 1944 the performance of his task group was outstanding. The support given to our landing forces contributed materially to the successful capture and occupation of Kwajalein and Eniwetok.

★ Rear Admiral Lyndon Spencer, USCG, Hamilton, N. Y.: As commanding officer of the USS *Bayfield*, the flagship of Rear Admiral Don P. Moon, USN, commander of Task Force U, he rendered every conceivable aid to his commander and the force, a great deal of which was beyond that to be normally expected. The invaluable support rendered by the *Bayfield*

was a direct result of his exceptional leadership, ability and devotion to duty.

★ Brig. Gen. David L. S. Brewster, USMC, Owings Mills, Md.: As chief of staff of the administrative command of Fleet Marine Forces, Pacific, from 9 June to 24 Aug. 1944 he rendered invaluable assistance in the operation of a new administrative command. He skillfully coordinated the numerous and varied functions of the command, relieving the combat forces of many problems during tactical operations in the Marianas Islands.

★ Commodore William H. Hamilton, USN, Arlington, Va.: As commander of a fleet air wing operating from 27 May 1943 to 1 Oct. 1944 in the Atlantic, the Bay of Biscay offensive and the English Channel offensive, his personal leadership, energy and ability were a source of inspiration to the aircrews. His untiring efforts contributed materially to the uninterrupted support of the Allied armies during the assembly in the United Kingdom and subsequent invasion of the European continent.

★ Capt. James D. Barner, USN, Chevy Chase, Md.: As commanding officer of the Naval Station, Astoria, Ore., and the CVE pre-commissioning detail from 10 Feb. to 8 July 1943 he maintained difficult and heavy schedules throughout this difficult period. He was responsible for the outfitting, commissioning and preparing of many escort carriers and handled the countless details of assembly and installations of equipment expeditiously and with thoroughness.

★ Capt. William S. Campbell, USN, New York, N.Y.: As commanding officer of the USS *Anne Arundel* prior to and during the invasion of southern France he brought his ship through prescribed routes to the proper unloading point and expeditiously carried out the vital disembarkation at the scheduled time. His able conduct of this task contributed materially to the effective establishment of the beachhead and to the overall success of the invasion.

★ Capt. Wallace M. Dillon, USN, Washington, D. C.: As commanding officer of an aircraft carrier during operations in the Western Pacific, 6 through 24 Sept. 1944, he contributed greatly toward administering several decisive and costly defeats upon the enemy. His aggressive and determined character was a source of great inspiration to his officers and men.

## British Honor U. S. Naval Officer and Two CPOs

For outstanding assistance and cooperation during salvage operations in Tunisia a lieutenant and two enlisted men of the U.S. Navy have been made honorary members of the Order of the British Empire (Military). They are Lieut. Leo R. Brown, USN, San Diego, Calif.; Thomas B. Hudgins, CMM, USNR, Indianapolis, Ind., and Floyd B. Stuffbeem, CSF, U S N R, Wood River, Ill.



**DECORATED BY BRAZIL:** Capt. George W. McKean, USCG, commanding officer of a troop transport, is awarded the Medal of Military Merit by President Getulio Vargas of Brazil. The award was made by the Brazilian Government for Captain McKean's safe transporting of Brazilian troops to the European war theater.

★ Capt. James C. Guillot, USN, Pontiac, Mich.: As commander of a landing craft flotilla during the invasion of southern France he developed a high state of combat readiness in ships and personnel under his command during the preparatory phases of the assault. As deputy commander of an assault group he assembled and dispatched the assault boat waves to the beach and contributed materially to the success of the operation and early establishment of the Allied armies.

★ Capt. John P. Heath, USN, Camden, S. C.: As Force Aviator of the Western Naval Task Force, by his skill and tireless devotion to duty he coordinated the operations of the sea and air forces prior to and during the invasion of Normandy.

★ Col. Kenneth A. Inman, USMC, Pulaski, N. Y.: As commanding officer of a service group attached to the 1st Marine Amphibious Corps during operations at Bougainville from 15 Nov. to 15 Dec. 1943 he performed his duties with sound judgment and outstanding skill. His untiring enthusiasm and devotion to duty contributed materially to the success of our forces in this vital war area.

★ Capt. Robert W. Morse, USN, Coronado, Calif.: As Aviation Officer on the staff of Commander, 5th Fleet, from 6 Aug. 1943 to 15 Dec. 1944, he participated in the invasions of the Gilbert, Marshall and Marianas Islands and the Battle of the Philippine Sea. He planned meticulously for these operations and was ever at hand to advise the Commander, 5th Fleet, in aviation matters. His industry, ability and understanding of the tactical employment of aircraft contributed to the success of these operations.

★ Capt. Henry A. Seiller, USN, Syracuse, N. Y. (posthumously): As planning officer and later as production officer of the Navy Yard, Philadelphia, Pa., from 8 July 1940 to 23 Sept. 1944 he exercised keen foresight and superior technical knowledge in the planning and construction of battle-

ships, cruisers, aircraft carriers, escort vessels and landing craft, and in the conversion and overhaul of various types of combatant ships. By his tireless efforts, forceful leadership and inspiring devotion to duty, he was responsible in large measure for the expeditious completion of each assigned task during a vital period.

★ Capt. Russell S. Smith, USN, North Hollywood, Calif.: While serving as gunnery officer and assistant operations officer on the staff of Commander, 5th Fleet, from 5 Aug. 1943 to 8 Dec. 1944 he participated in the meticulous planning for many operations and was ever at hand to advise the commander in the use of all offensive and defensive weapons. During this period forces under the command of the 5th Fleet captured and occupied positions in the Gilbert, Marshall and Marianas Islands; secured control of the sea and air in the Central Pacific, and successfully met and defeated enemy fleet units in the Battle of the Philippine Sea.

★ Capt. John P. W. Vest, USN, Stevensville, Md.: As commander of a task group in the Atlantic Fleet from November 1943 to November 1944 he was a forceful and inspiring leader. Dauntless in performance of duty, he directed the operations of his command with vigor and determination, making it possible for his fighting forces to sink a notable number of German submarines.

★ Comdr. (then Lt. Comdr.) Charles W. Brewer, USN, Tulsa, Okla. (missing in action): As commanding officer of an aircraft squadron in the Atlantic area from March to December 1943 he displayed superb airmanship and indomitable fighting spirit. He skillfully directed his squadron in repeated attacks against the enemy, which resulted in the destruction of several German submarines.

★ Comdr. (then Lt. Comdr.) Briscoe Chipman, USN, Coral Gables, Fla.: During the amphibious assault on Italy he commanded the beach identification group of a major task force, placing guide boats with unerring accuracy in positions to mark the proper approaches to the shore. By his inspiring leadership and sound judgment he contributed in large measure to the success of the landing forces.



(See page 61)

## LEGION OF MERIT cont.

★ Comdr. Edward H. Eckelmeyer Jr., USN, Philadelphia, Pa.: While serving as commanding officer of the USS *Biscayne* during the invasion of Salerno he directed the operations of his ship, the flagship of a major task force, with distinctive skill and courage. His vessel also gave close-in gunfire support and antiaircraft defense for landing craft. As a result of his untiring energy and bravery, the *Biscayne* functioned at all times in a highly satisfactory and efficient manner despite frequent attacks by enemy aircraft and heavy fire from hostile guns.

★ Comdr. William A. Fly, USN, Summit, Miss.; Comdr. Roland B. Vanasse, USN, Anthony, R. I.; Comdr. John H. Willis, USN, Richmond Va.; and Lt. Comdr. Harold T. Cameron, USNR, Staten Island, N. Y.: As commanding officers of vessels taking part in the invasion of southern France they organized and trained their ships and boat groups to load, transport and land the embarked Army assault units on the invasion beaches. By skillful seamanship and aggressive coordination they expeditiously carried out the vital disembarkation and landing of assault elements at the scheduled time.

★ Comdr. John S. Mosher, USNR, Princeton, N. J.: While serving with the 7th Amphibious Force he obtained vital hydrographic data on the New Guinea area and prepared accurate maps and charts. He obtained the required information concerning enemy Japanese installations skillfully from aerial photographs. His keen foresight enabled the planning section to provide for all contingencies.

★ Comdr. William B. Perkins, USN, Bon Air, Va.: As commanding officer of a submarine during a war patrol he withstood the constant danger of aerial bombing to accomplish his assigned mission in a most efficient manner. His skillful evasive tactics in avoiding detection by enemy antisubmarine measures enabled him to bring his ship safely to port.

★ Lieut. George S. Smith, USNR, Salisbury, Md.: As second pilot of a Navy patrol plane in action against an enemy submarine in the Atlantic he rendered gallant service during the aggressive depth-charge attack. He contributed materially to the severe damaging and probable sinking of the hostile vessel.

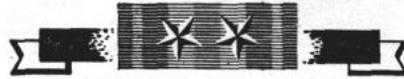
★ Aldo F. Avidano, CPhM, USNR, San Francisco, Calif.: While attached to the USS *Seer* on the occasion of the sinking of the USS *Skill* off the Gulf



Avidano, CPhM

of Salerno he worked tirelessly and with unwavering determination to care for the wounded. He skillfully treated major fractures and severe cuts and burns and administered effective first aid for shock. By his prompt action, expert professional ability and unselfish efforts on behalf of his shipmates, he

contributed in large measure to the probable saving of many lives.



Gold Star in Lieu of Third

SILVER STAR MEDAL

★ Comdr. Norvell G. Ward, USN, Roanoke, Va.: As executive officer, navigator and assistant approach officer of a submarine on 10 Dec. 1941 when his ship suffered severe damage from enemy bombs and resultant fire during the destruction of Cavite Navy Yard by superior enemy forces, his zeal, inspiring leadership and untiring efforts assisted his commanding officer in extinguishing a raging fire; and for five days under daily air attack, assisted in repairing and getting his ship ready for sea. Later, his outstanding skill as assistant approach officer, his gallant leadership and successful navigation in strange and confined waters, contributed directly to the sinking of more than 53,000 tons of enemy shipping and the damaging of more than 10,000 tons of other enemy shipping.



Gold Star in Lieu of Second

SILVER STAR MEDAL

★ Lt. Comdr. Herbert I. Mandel, USN, New London, Conn.: As assistant approach officer in a submarine, his excellent judgment and thorough knowledge of attack problems assisted his commanding officer materially in conducting successful torpedo attacks against heavily escorted enemy shipping and combatant units which resulted in the sinking of 17,000 tons of enemy shipping. His efficiency and coolness contributed much to the success of his ship in evading severe enemy counter measures.

★ Lieut. William L. Smith, USNR, New London, Conn.: In his performance of duty in a submarine during a war patrol his conduct throughout was an inspiration to officers and men.



SILVER STAR MEDAL

★ Capt. Miles H. Imlay, USCG, New London, Conn.: As deputy commander of an assault group in the invasion of Normandy, undaunted by heavy enemy fire he took station close to shore and coolly and promptly made spot decisions on reorganization, grouping and dispatching of craft to the beach. Subsequently placed in charge of operations afloat as assistant to the naval officer in charge of one of the beaches, he discharged his duties with distinctive professional ability. His brilliant leadership, broad knowledge of tactical warfare and gallant devotion to duty were essential factors in the success of our invasion operations.

★ Lt. Comdr. Laurence B. Green, USN, New York, N. Y.: On the night of 29 April 1944, as officer in tactical command of a patrol of two motor torpedo boats, he carried out an attack

on four enemy barges in Nightingale Bay near Wewak, New Guinea. Although painfully wounded in the head, he pressed home in the face of enemy fire an attack which sank all four barges, killing numerous enemy personnel and destroying all the equipment with which the barges were loaded.

★ Lt. Comdr. (then Lieut.) Daniel E. Henry, USN, Lincoln Park, Pa.: As executive officer of a warship torpedoed in a night engagement off Vella Lavella 6 Oct. 1943, he quickly evaluated extent of damage despite devastating wreckage and failure of the communication and light system. Exercising great skill, thorough knowledge of the ship and ingenious resourcefulness, he worked tirelessly in the darkness, supervising salvage operations, control of damage and evacuation of the wounded; and contributing materially to returning the vessel safe to port.

★ Lt. Comdr. William A. Overton, USNR, Baltimore, Md.: In the performance of his duties in a submarine during a war patrol, his conduct throughout was an inspiration to officers and men.

★ Lt. Comdr. Alvin H. Tutt, USN, De Queen, Ark.: His presence of mind and disregard for his own safety in remaining aboard the sinking *LST 314* on 6 June 1944, to lash together all floatable gear, was responsible for saving the lives of many officers and men.

While in the water with the survivors, his indomitable spirit, encouragement and example were instrumental in preserving the will to stay afloat until arrival of rescue vessel.

★ Lieut. Paul M. Henderson, USNR, Lakeland, Fla. (missing in action): While piloting a carrier-based plane over Iwo Jima on 15 June 1944, Lieut. Henderson was attacked by an overwhelming number of Japanese aircraft. Engaging them in fierce combat and, fighting persistently and with outstanding skill, he blasted four from the sky.

★ Lieut. William H. McCorkle, (ChC), USNR, Kingsport, Tenn.: Attached to a Marine defense battalion on Bougainville 1 Nov. 1943, he voluntarily went to the assistance of a corpsman who was administering medical aid to a wounded marine. When the corpsman was killed, although sustaining a wound himself, Lieut. McCorkle evacuated the injured marine to safety and returned immediately to the front lines.

★ Lieut. Arthur W. Newlon, USN, Baltimore, Md.: As gunnery officer of a vessel during a war patrol in enemy-controlled waters, his conduct throughout was an inspiration to officers and men.

★ Lieut. Robert G. Osborne, USNR, Knoxville, Tenn.: As naval gunfire liaison officer in the invasion of Sicily 10-11 July 1943, Lieut. Osborne completely disregarded his own safety, advancing with the invasion forces in the face of intense enemy opposition, and, by his expert skill, sound judgment and splendid initiative, provided information vital to the effectiveness of the supporting gunfire. He thereby contributed materially to the success of this hazardous mission.

★ Lieut. William L. Smith, USNR, New

London, Conn.: His performance of duty against the enemy at his battle station in a submarine during three successful war patrols resulted in the sinking of an important amount of enemy shipping.

★ Lt. (jg) William J. Godfrey, Jr., USNR, Manitowoc, Wis.: As diving officer of a submarine, his high degree

of skill and precise control of depth materially assisted in delivering aggressive and successful torpedo attacks which resulted in the sinking of more than 22,000 tons and the damaging of more than 20,000 other tons of enemy shipping. His high degree of efficiency and coolness in

emergencies contributed much to his ship's successful evasion of enemy counterattacks.

★ John E. Ball, CBM, USN, Valdosta, Ga.: As a member of a special reconnaissance party, Ball showed utter disregard of personal safety. His fearless performance of duty was in keeping with the highest traditions of the naval service.

★ Charles M. Bragan, CEM, USN, Houlton, Me.: During a submarine war patrol, his careful training of the electrical force was of greatest benefit in maintaining the electrical plant at highest efficiency. His skillful operation of the controllers was instrumental in enabling his vessel to avoid being rammed by an enemy vessel. He contributed distinctly to the success of a commendable patrol under adverse weather conditions and against strong air and surface craft.

★ Leslie J. Lindhe, CPhM, USN, Highland, N. Y.: As a member of the crew in a submarine, his professional ability, exceptional skill and tireless devotion to duty were of utmost assistance to the success of his vessel's patrol during which the ship sank more than 17,000 tons of enemy shipping. His cool efficiency and leadership contributed much to the success of the ship in evading severe enemy countermeasures.

★ Frank D. Richmond Jr., CSM, USN, Houston, Tex.: During three war patrols of a submarine, Richmond's services on the bridge were invaluable

in the successful prosecution of night attacks which sank or damaged a large tonnage of enemy shipping.

★ Van L. Sadler, CPhM, USN, San Rafael, Calif.: While out on patrol with a Marine company on Guadalcanal 8 Nov. 1942, he rushed to the aid of a wounded man and successfully evacuated him to a nearby foxhole where he administered medical treatment. His courageous action contributed to the saving of a life.



Vrba, CEM

★ William P. Vrba, CEM, USN, Kirkland, Ill.: As chief electrician's mate in charge of the electrical department of a submarine during an aggressive and highly successful war patrol, his conduct throughout was in keeping with the highest traditions of the naval service.

★ Harold F. Whitehead, CBM, USN, Wilbur, Ore.: As coxswain of a tank lighter in the amphibious assault at Salerno he unhesitatingly assumed the responsible duties when the boat officer of his craft was seriously wounded. He skillfully piloted the boat to the assigned landing point, effecting successful, expeditious unloading of vital cargo. Later, he volunteered to serve as coxswain of a tank landing craft which had lost many of its crew.

★ Eugene R. Bambrick, SF1c, USNR, Syracuse, N. Y.: When troops were preparing to disembark from his ship, *LST 336*, during the invasion of Italy, Bambrick observed a small unexploded bomb lying in front of the ramp and, with utter disregard for his own safety, picked up the dangerous missile and threw it into the sea. Later, subjected to intense enemy machine-gun fire, he again risked his life in a valiant attempt to light smoke pots on the beach to screen ships and unloading operations.

★ Rommy B. Boyle, WT1c, USN, Springfield, Ill.: While serving aboard the *USS Duncan* off Savo Island on the night of 11 Oct. 1942 he made persistent attempts to prevent the spread of fires around a fire room. With utter disregard for his own safety he succeeded in clearing flames away from the escape hatch of an engine room long enough to permit its crew to effect a safe exit.

★ James C. Bridges, BM1c, USN, Maynardville, Tenn.: As coxswain of a landing boat during the amphibious assault at Salerno, Bridges, on his second trip to the beach with troops, found that a large number of boats and amphibious trucks were being held off by extremely heavy artillery fire. Realizing the consequences of delay, he fearlessly directed his boat through the barrage, inspiring the waiting craft to follow and reestablish an essential flow of traffic.

★ Edmund M. F. Buffington, Jr., MM1c, USNR, Shiremanstown, Pa.: As a member of a naval combat demolition unit assigned to clear enemy obstacles from the beach in the Normandy invasion, Buffington was in

large part responsible for success of the crew in blowing a 50-yard gap through the seaward band of obstacles. When the man assigned to carry the equipment was unable to fulfill his duties, Buffington himself took it.

★ John L. Farris, MoMM1c, USNR, Gastonia, N. C.: As a member of the 1st Beach Battalion during landing



Farris, MoMM1c

operations south of Salerno 15 Sept. 1943, he voluntarily assisted British forces in relieving the congestion of the vehicles which were stalled because of inadequate exits, although the area was constantly subjected to a devastating barrage. When an Army bulldozer arrived, Farris steadfastly re-

mained to assist in fastening tow-cables although many of the machines received direct hits while leaving the landing craft.

★ Charles W. Giger, BM1c, USN, Pittsfield, Ill.: As coxswain of the guide boat leading an assault wave to the beach at Salerno 9-10 Sept. 1943, he piloted the boats to a successful, expeditious landing despite intense enemy fire and the attack of a viciously strafing plane. His skillful direction of machine-gun fire scored numerous hits on enemy aircraft.

★ Chester T. Hall, GM1c, USNR, Burbank, Calif.: As a member of a naval combat demolition unit which participated in the Normandy invasion, he successfully completed his mission in the face of heavy gunfire and then directed incoming craft to the beach, exposing himself on numerous occasions.

★ Edward J. Jackson, BM1c, USN, Duryea, Pa.: As coxswain of a landing boat in the amphibious assault at Sicily he skillfully landed his damaged boat on the assigned beach in the first assault wave and, despite heavy fire, carried out an important hydrographic survey, obtaining information vital to efficiency of subsequent landings.

★ William T. Marshall, CM1c, USNR, Port Penn, Del.: As a member of the 1st Beach Battalion during the am-



(See page 63)

## U. S. Navy Captain Given High Peruvian Decoration

For his service as chief of staff and aide to the commandant of the 15th Naval District, Balboa, C. Z., Capt. Damon E. Cummings, USN, Park Ridge, Ill., has been awarded the Orden Militar de Ayacucho, one of Peru's highest decorations. Captain Cummings, who also holds the Military Order of Avis from Portugal and the Medal of Distinction from Nicaragua, is now commanding officer of the V-12 unit at Dartmouth College and Medical School, Hanover, N. H.

## SILVER STAR MEDAL cont.

phibious invasion south of Salerno 15 Sept. 1943, Marshall volunteered to man a vital position on the beach and signal our landing craft to successful disembarkation. Through a direct line of hostile artillery fire, he went to his post and remained steadfast until all landing craft were properly beached. ★ Ira L. Miller, Jr., BM1c, USN, Freeman, W. Va.: As coxswain of a landing boat in the amphibious assault on Sicily he displayed alert presence of mind, when his boat was riddled by machine-gun fire and shrapnel, by plugging the holes with pegs and life preservers. Later, attacked from the air, he and his crew persisted in efforts to refloat the sunken craft until blown overboard by the concussion of a nearby bomb explosion. Miller returned to the boat and, finding it beyond repair, disregarded his own safety to salvage all guns and equipment possible.

★ Henry E. Burris, GM2c, USNR, Louisville, Ky.: During the invasion of Southern France, Burris served aboard the *LCT 452*, which was damaged by shore batteries when it finally beached after six unsuccessful attempts. Fires were started in an ammunition stowage and Burris entered the flaming locker, effectively fought the fires and disposed of four cases of machine-gun ammunition, thereby eliminating a source of serious damage to his craft and probable casualties to the crew.

★ Ralph Hall, BM2c, USNR, Glendale, Ariz.: As a volunteer member of a special reconnaissance party on a dangerous and vital mission, Hall utterly disregarded his own personal safety.

★ William J. Hanstein, BM2c, USNR, Philadelphia, Pa.: As coxswain of a support boat during the amphibious assault at Salerno he maneuvered his boat skillfully and with aggressive determination to direct an accurate rocket barrage against hostile installations and rendered invaluable assistance to the scout officer aboard his craft in locating proper landing beaches and guiding assault waves.

★ William V. Hoppins, QM2c, USNR, Jeffersonville, Ind.: When his vessel — *LCI (L) 220* — grounded on an uncharted sand bar during the amphibious assault on Sicily he volunteered to swim through the surf with life lines and anchors, thereby contributing materially to the successful landing of troops.

★ Everett B. Tryce, BM2c, USNR, Greenwood, Del.: As coxswain of a landing boat during the amphibious assault at Salerno he skillfully maneuvered his craft into position when it was strafed by a hostile plane while retracting from the beach during initial landing operations, and thereby enabled his gunner to deliver a direct hit and destroy the enemy aircraft.

★ Franket A. Young, EM2c, USNR, Philadelphia, Pa.: During the invasion of southern France, he served aboard the *LCT 452* which was damaged by shore batteries when it finally beached after six unsuccessful attempts. Fires were started in an ammunition stowage and Young entered the flaming locker, effectively

fought the fires and disposed of four cases of machine-gun ammunition, thereby eliminating a source of serious damage to his craft and probable casualties to the crew.

★ Elmer R. Bernson, MoMM3c, USN, Denver, Colo.: As throttleman on an LCT in the invasion of Normandy, he was severely wounded by fragments of a 57 mm. shell, but continued to operate the throttles while the craft was being beached and retracted and, with the aid of the helmsman, headed her seaward before he finally collapsed at his post from loss of blood.

★ Emmet L. Carpenter, CM3c, USNR, Austin, Tex.: As a volunteer member of a special reconnaissance party on a dangerous and vital mission, he utterly disregarded his own personal safety.

★ Alphonse L. DeMarco, Cox., USNR, Providence, R. I.: When a premature explosion burst the barrel of a 20 mm. gun aboard his ship during the Italian invasion and caused serious fires to break out near the ready ammunition, DeMarco observed the imminent danger from his station at an adjoining gun, and promptly smothered the flames with a blanket before they could reach the exposed shells.

★ Hansen E. Farmer, Cox., USNR, Nashville, Tenn.: As helmsman of an LCT in the invasion of Normandy he was wounded by fragments of a 57 mm. shell but maintained his post at the helm all the while the craft was being beached, retracted and headed seaward again.

★ Warren Hunter, Cox., USNR, Beaverdale, Pa.: Although his LST was subjected twice to heavy enemy shell-fire and bombing attacks while beaching in the Gulf of Salerno to discharge vital cargo during the invasion of Italy, Hunter steadfastly maintained an exposed position at the elevator controls and skillfully assisted in the unloading of supplies.

★ Edward L. Studstill, GM3c, USN, Ft. Myers, Fla.: During a submarine patrol in enemy-controlled waters he detected two separate convoys at extreme range with the result that five enemy ships totalling many thousands of tons were sunk.

★ Jack C. Wilson, Cox., USNR, Jacksonville, Fla.: As coxswain of a landing boat in the Sicilian invasion he went to the aid of a wounded comrade, administered first aid and directed his removal to a place protected from hostile fire. Performing his essential duties with outstanding skill throughout subsequent landing operations, Wilson later returned the helpless shipmate to his vessel.

★ Addie Zglobis, Cox., USNR, Taftville, Conn.: During the invasion of Italy he was coxswain of a landing boat loaded with ammunition, which was hit and set afire by enemy shells. Zglobis promptly initiated fire-fighting measures and fought the fire without regard for his own safety until concussion of another shell blew him overboard.

★ Earl M. Berthiaume, S1c, USNR, Marlboro, Mass.: During an enemy air attack on a U. S. cruiser in which he was serving in Naples harbor 23 Oct. 1943, the magazine of the anti-aircraft gun he was loading caught fire and he unhesitatingly disengaged

the flaming magazine from the gun and threw it over the side despite severely burned hands. His action undoubtedly forestalled an explosion, directly contributing to the prevention of serious injury and loss of life to other members of the gun crew.

★ Leo C. LaChambre, S1c, USNR, Spencer, Mass.: As gunner of a landing boat at Salerno in September 1943, LaChambre manned his post throughout a vicious strafing attack by an enemy plane while his boat was retracting during the initial assault and destroyed the aircraft.

★ S. J. Dellapiano, S2c, USNR, Derby, Conn.: As a member of a naval combat demolition unit during the invasion of Normandy he had been given the job of carrying four packs of high explosive from the boat to where the unit was working on obstacles. As the unit beached, he was struck in the right elbow and his arm broken. Yet he carried three packs to the obstacles, made a second trip with three more, and then apologized to his superior officer for not being able to carry four packs because of his wounds.



★ Comdr. Clifford M. Campbell, USN, Colville, Wash.: As pilot of a Catalina patrol plane in the Southwest Pacific area from 15 Sept. to 20 Oct. 1943 he carried out five hazardous night assignments behind enemy lines to provision and equip personnel operating in strategic areas. On the night of 20 October, despite difficult flying conditions and enemy opposition, he skillfully located and reached his objective to complete a vital mission.

★ Comdr. Richard O. Greene, USN, Bremerton, Wash.: As commander of a fleet air photographic group during missions in the Caroline and Marianas Islands on 30 April and 27 May 1944, he made repeated runs over the area, obtaining excellent photographs of heavily fortified enemy positions.



Comdr. Greene

★ Lieut. Jack D. Cruze, USN, Los Angeles, Calif.: While piloting a patrol plane in the Southwest Pacific area from 4 to 15 Oct. 1943 he engaged in frequent bombing and harassing raids on hostile shipping and shore installations. He sank three Japanese barges, severely damaged warehouses, docks and two other barges and probably inflicted damage on five cargo ships. On the night of 4 October, when his plane caught fire in mid-air, he skillfully maneuvered the burning craft for a safe landing in heavy seas. After extinguishing the flames he effected a difficult take-off and returned to base without injury to the crew.

★ Lieut. John W. Hetherington, USNR, Plainfield, N. J.: On the night of 15-16 March 1944, as commander

of a Catalina airplane he located a strongly escorted convoy. In spite of heavy anti-aircraft fire which shot out one engine and severely damaged his airplane, he caused severe damage to the largest ship of the convoy. In addition, from 15 Feb. to 30 March 1944 he flew numerous missions under hazardous conditions to inflict damage on barges, ships and shore installations.

★ Lieut. Ancil C. Hudson, USNR, Green Cove Springs, Fla. (missing in action): As flight leader of a carrier-based fighter escort during a strike on an enemy convoy in the vicinity of the Bonins on 4 Aug. 1944 he boldly led superbly coordinated strafing attacks. During a furious low-level attack which sank a hostile destroyer his plane was hit by a burst from an enemy shell and crashed into the sea.

★ Lieut. William C. Moseley, USNR, New Orleans, La. (missing in action): As pilot of a carrier-based fighter plane in action against enemy forces over Guam in June 1944, he encountered a numerically superior force of Japanese fighters. Launching a vigorous attack, he succeeded in blasting an enemy fighter from the sky. On 19 June, despite a seriously damaged plane, he personally shot down two hostile craft and probably a third. During a long-range strike against the Japanese fleet he flew in boldly to press home an accurate, damaging attack on the hostile convoy.

★ Lieut. Lavern M. Nelsen, USNR, Ellwood City, Pa.: As pilot of a patrol plane in the vicinity of New Britain on 23 Oct. 1943 he pressed home accurate attacks on a Japanese destroyer, probably sinking it. His attack was made in the face of relentless anti-aircraft fire from shore batteries and three enemy vessels.

★ Lt. (jg) Roy A. Bechtol, USNR, Lubbock, Tex. (posthumously): As pilot of a fighter plane in the Marianas and Bonin Islands areas from 11 to 20 June 1944 during two air battles with large forces of Japanese aircraft, he relentlessly engaged the enemy and succeeded in shooting down three hostile fighters. During the Battle of the Philippine Sea he scored a direct hit on an enemy aircraft carrier.

★ Lt. (jg) Robert L. Carlson, USNR, Minneapolis, Minn. (missing in action): Courageous and determined in the face of anti-aircraft fire which severely damaged his fighter plane during a three-plane glide-bombing attack on a Japanese aircraft carrier in the Battle of the Philippine Sea, he pressed home a bold run on his target. He contributed essentially to the success of the attack in which three hits were scored on an important Jap vessel.

★ Lt. (jg) M. M. Tomme Jr., USNR, Troup, Tex. (posthumously): As pilot of a carrier-based fighter plane in the vicinity of the Bonin and Marianas Islands in June 1944 he pressed home bold attacks against hostile shipping and shore installations. In an attack on Iwo Jima on 15 June, he shot down one intercepting fighter and, four days later, shot down two hostile planes that were part of a large striking force.



#### NAVY AND MARINE CORPS MEDAL

★ Lieut. William J. Cole, USN, Liberty Center, Ind.: When a serious explosion occurred 7 Oct. 1942 aboard a cruiser to which he was attached, he rushed to within a few feet of the explosion area to set depth charges on safe before going below, where, braving intense heat and noxious gasoline fumes, he assisted in the rescue of three men from burning compartments. After the fire was extinguished, he returned to the distorted racks containing the depth charges, skillfully disarmed them and threw them over the side.

★ Lieut. Crowell C. Hall III, USNR, New Haven, Conn.: When two MTBs under his tactical command on patrol off New Britain were inadvertently attacked and sunk by friendly planes, he displayed commendable presence of mind in attempting to contact the attacking planes by radio, ordering emergency recognition flares to be fired, preventing the men from firing on the planes, keeping the men together in the water and in supervising care of the wounded. He was himself severely wounded.

★ Lieut. Lester P. Isenberg, USNR, Woodmont, Conn.: When the SS *Banvard*, to which he was attached, was severely damaged and the order to abandon ship given during the advanced landings at Anzio 26 January 1944, he voluntarily remained aboard and assisted in fighting fires and restoring light and power. He thereby contributed materially to saving this valuable cargo ship.

★ Lieut. Arthur W. Newlon, USN, Baltimore, Md.: During a war patrol in a submarine in enemy-controlled waters, he performed a voluntary act of heroism in the face of considerable danger to himself.

★ Lieut. Norman H. Watson, USNR, Peabody, Mass. (posthumously): When



Lieut. Watson

a fighter plane crashed into a fully armed and fueled PB4Y at the NAB on Eniwetok Atoll 19 Aug. 1944, he quickly organized and directed his men in fighting and controlling the fires which enveloped three PB4Ys and threatened other aircraft. In close proximity to exploding bombs, gas tanks and detonating .50 caliber ammunition, he led his men on this hazardous task until killed by an exploding bomb. His sacrifice was an inspiration to his men to continue their efforts until the fire was extinguished and many aircraft saved.

★ Lt. (jg) John L. Paladino, (MC) USNR, Brooklyn, N. Y.: Although wounded and suffering from shock and prolonged exposure, when the ship to which he was attached, *LST 314*, was sunk 9 June 1944, Lt. Paladino promptly organized first aid parties aboard the rescue vessel and, working

tirelessly and with expert professional skill for eight hours, attended the survivors until satisfied that all possible medical aid had been rendered.

★ Melvin J. Duran, CQM, USNR, New Orleans, La.: When the USS *Swerve*, to which he was attached, sank off Anzio on 9 July 1944, Duran assisted other members of the crew to abandon ship, remaining on board until he had exhausted all possibility of helping injured and trapped men. When he finally left the ship, he swam to a group of survivors and helped support and care for those who were in danger of drowning until all were rescued.

★ Wilfred H. Emery Jr., CEM, USN, Toledo, Ohio; Aubrey D. Whitten, QM2c, USNR, Memphis, Tenn.; Chester S. Caffey, Cox., USNR, Yardley, Pa., and John W. Downer, Cox., USNR, Columbus, Ohio: After an explosion aboard the USS *Tide* on 7 June 1944 they remained aboard and assisted the executive officer until all personnel had been evacuated, although they had been wounded themselves. They effected the rescue of personnel from above and below decks in the face of fire and imminent explosions, remaining at their posts even though the main deck was under water and the ship rapidly sinking.

★ Nathan R. Fazio, CY, USNR, Buffalo, N. Y.: Following a delayed-action mine explosion in the post office in Naples, Italy, 7 Oct. 1943, Fazio, although aware of further imminent detonations, went to the assistance of trapped and injured personnel until all had been removed.

★ John G. Mackay, ACMM, USN, Duluth, Minn.: When the landing ship on which he was traveling as a passenger was struck and set afire by a Japanese aerial bomb, Mackay fought the blaze and rendered invaluable assistance in caring for the wounded and removing those who had been killed.



Mackay, ACMM

★ Paul J. Mulvehill, CPhM, USN, Johnstown, Pa.; Arch Fulton, EM1c, USNR, South Euclid, Ohio; Howard J.



(See page 65)

**NAVY AND MARINE  
CORPS MEDAL cont.**

Kirby, RT1c, USNR, Burlington, Vt.; Frank G. Haffey Jr., MoMM2c, USNR, Blythe, Calif.; Roger McHenry, MoMM2c, USNR, Springfield, Ohio; James E. Seymour, GM2c, USNR, Phenix City, Ala.; Paul R. Steward, MoMM2c, USNR, West Chester Pa.; Frederick H. Brandt, MoMM3c, USNR, Detroit, Mich.; Joseph Jasionowicz, S1c, USN, Wallington, N. J.; Wallace R. Perry, S1c, USNR, Raleigh, N. C., and John C. Santoro, S1c, USNR, Providence, R. I.: While serving as members of the fire and rescue party attached to the USS *Biscayne* during the invasion of Italy, they daringly boarded the blazing SS *Lyninge* which was loaded with gasoline and land mines. In spite of imminent danger of explosions they courageously fought the flames until all fires were under control.

★ Lester L. Petermann, CPhM, USN, Johnson City, Tex.: When *LST 499*, converted into a hospital ship and loaded with casualties, was struck off a Normandy assault beach 8 June 1944, Petermann, although seriously wounded, supervised safe removal of all casualties from the tank deck, assisted in searching the sinking ship for casualties among her personnel and, aboard the rescue vessel, helped attend the wounded survivors until ordered to retire because of exhaustion.

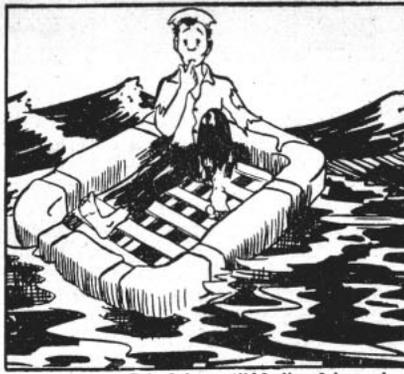
★ Forster C. Tycer, CMM, USN, Angola, La.: When *LST 921* was torpedoed by an enemy submarine, Tycer directed and assisted wounded men aboard life rafts and effected removal of these rafts from the vicinity of the sinking ship.

★ Donald C. Carr, GM1c, USNR, Madison, Tenn.: As a member of a naval combat demolition unit landing on D day, Carr performed all the duties assigned to him until high tide made further work impossible. But, rather than seek cover, Carr took a first aid kit from the body of a deceased man and remained on the beach tending casualties until low tide permitted him and his unit to resume demolition of enemy beach obstacles.

★ Edwin B. Harris, PM1c, USNR, Syracuse, N. Y.; Walter E. Kull, SF1c, USN, Savannah, Ga., and Duane W. Mortenson, SF1c, USN, Moline, Ill.: When the explosion of an ammunition ship in Algiers harbor set the HMS *Arrow* violently ablaze on 4 Aug. 1943, as members of the USS *Vulcan* fire and rescue party they made fast alongside the flaming vessel and made a desperate attempt to rescue men who were trapped below decks. Despite imminent danger of further explosions they continued their valiant efforts coolly and with unswerving perseverance over an extended period of time.

★ Lawrence A. Hupertz, MoMM1c, USNR, Cleveland, O.: Early on 22 July 1944, Hupertz, at risk of his life, jumped into the Tamar river to rescue another enlisted man who had fallen into the river and was in imminent danger of drowning.

★ Paul Kozub, MoMM1c, USNR, Perth Amboy, N. J.: As a member of a naval beach party on the Normandy coast 6 June 1944, Kozub noticed two wounded men on a landing craft



Tale Spinner (NAS, New Orleans, La.)

"Gracious! I've lost my ID card!"

founded about 150 yards offshore. With one end of a line placed about his waist and an assistant holding the other, Kozub, despite machine-gun and sniper fire that whipped up the water all around him and his assistant, reached the craft, found one man beyond aid but tied the line about the other and supported him to shore.

★ Albert J. Clapp, BM2c, USNR, Cambridge, Mass.: While his ship, *LCT 24*, was alongside unloading the merchantship, *Elihu Yale*, the latter was set afire by a bomb hit. When the LCT moved away, Clapp, a non-swimmer, noticed three men drowning about 60 yards away. He jumped into the sea, managed to reach a life raft and rescued the men.

★ Ellis C. Dougherty, SF2c, USNR, Mansfield, O.: When the USS *Partidge* was sunk off the French coast 11 June 1944, he with water up to his waist, managed to cut loose a raft and then, although wounded, aided and directed several wounded men to the raft.

★ Robert E. Ellis, PhM2c, USNR, Marceline, Mo.: After having been ordered to abandon ship, Ellis left his raft and returned to the sinking *LST 921* to tend seriously wounded still aboard.

★ Robert W. Johns, B2c, USNR, Cleveland, Ohio: When more than 40 wounded men were brought aboard his ship, *LST 351*, during the Italian invasion, although exposed to enemy gunfire and air attack, he worked continuously for more than 20 hours, dressing wounds, administering blood plasma and generally caring for the wounded, thereby contributing in a large measure to minimizing loss of life.

★ Richard N. Montgomery, MoMM2c, USNR, Pasadena, Calif.: When more than 40 wounded men were brought aboard his ship, the *LST 351*, during the Italian invasion, although exposed to gunfire and air attack, he worked continuously for more than 20 hours, dressing wounds, administering blood plasma and generally caring for the wounded, thereby contributing in a large measure to minimizing loss of life.

★ Harry G. Wolfe, MoMM2c, USNR, Brooklyn, N. Y.: When one of the troop-laden boats of *LST 374* was being lowered during landing operations off Sicily 15 Aug. 1943, Wolfe unhesitatingly swam to aid soldiers who had been plunged into the sea and were trying to remove their heavy

packs. Wolfe continued his tireless efforts until all the imperiled soldiers were rescued, thereby undoubtedly saving many lives.

★ Haywood L. Wood, PhM2c, USNR, Wayne City, Ill.: When a large ammunition dump was ignited at a Solomon Islands advance base, Wood volunteered to assist in moving heavy caliber ammunition, and for two hours carried on this task although his life was in danger constantly from flying fragments and detonating high explosives.

★ James S. Brewer, PhM3c, USNR, Poca, W. Va.: As a member of a naval beach battalion in the Normandy invasion he disembarked from an LCT into deep water under heavy mortar fire accompanied by an Army captain. When the captain's life belt failed and he was in grave danger of drowning, Brewer went to the officer's rescue and brought him to the beach.

★ Rex E. Copeland, GM3c, USN, Highland Park, Mich. (posthumously): Attached to the USS *Pollux* when that vessel foundered off Newfoundland 18 Feb. 1942, he volunteered to try to run a line from his stranded ship to the shore, fighting through stinging sleet, gale-like winds and treacherous, pounding surf. He inspired others to increased efforts, thereby contributing to subsequent rescue operations and the saving of many of the crew.

★ David W. Terry, Cox., USNR, Starkey, Va.: When one of the troop-laden boats of *LST 374* was carried away from the davits as it was being lowered in landing operations off Sicily 15 Aug. 1943, Terry swam to aid soldiers who had been plunged into the sea and were trying to remove their heavy packs. He continued his tireless efforts until all the imperiled soldiers were rescued, thereby undoubtedly saving many lives.

★ Marvin I. Williams, SSM(B)3c, USNR, Hazard, Ky.: When ordered to abandon ship in the Gulf of Salerno following a bombing and strafing attack during the Italian invasion he observed a wounded comrade, went to his assistance, lowered the man into the water where he subsequently was rescued and removed to a place of safety.

★ John J. Dunlap Jr., F1c, USNR, Chicago, Ill.: When the USS *Swerve*, to which he was attached, sank off Anzio 9 July 1944, Dunlap, although seriously wounded, remained aboard trying to control damage and extinguish fires. Finally, forced to abandon ship, he was rescued by a nearby craft but then jumped back into the water to carry a line from the rescue ship to a raft carrying other wounded survivors.

★ Martin B. Rodriguez, S1c, USN, Corpus Christi, Tex. (posthumously): When an explosion occurred 7 Oct., 1943, aboard a cruiser on which he was serving, fully aware of the imminence of a second detonation from escaping gasoline he entered a burning compartment filled with poisonous fumes to assist in the rescue of trapped and injured personnel. After removing two men to safety, he returned to attempt further rescue work but was overcome and asphyxiated.

★ Robert E. Luttrell, S1c, USNR, Titusville, Pa.: When more than 40 wounded were brought aboard his ship the *LST*

351 during the Italian invasion, Luttrell, though exposed to gunfire and air attack, worked continuously for more than 20 hours, dressing wounds, administering blood plasma and generally caring for the wounded, thereby contributing in a large measure to minimizing loss of life.

★ Thurman W. Poe, HA1c, USNR, Chattanooga, Tenn.: As a member of a naval beach battalion in the Normandy invasion 6 June 1944, Poe disembarked from an LCT into deep water under heavy mortar fire with an Army captain. When the captain's life belt failed and he was in grave danger of drowning, Poe went to the officer's rescue



Poe, HA1c

and brought him to the beach.

★ John E. Simmons Jr., S1c, USNR, Elkins, W. Va.: When one of the troop-laden boats of LST 374 was carried away from the davits as it was being lowered during landing operations off Sicily 15 Aug. 1943, Simmons swam to aid soldiers who had been plunged into the sea and were trying to remove their heavy packs. Simmons continued his tireless efforts until all the imperiled soldiers were rescued.

★ Stanley Tomaszewski, S1c, USNR, Philadelphia, Pa.: When one of the troop-laden boats of LST 374 was carried away from the davits as it was being lowered in landing operations off Sicily 15 Aug. 1943, Tomaszewski swam to aid soldiers who had been plunged into the sea and were trying to remove their heavy packs. He continued his tireless efforts until all the imperiled soldiers were rescued.



Gold Star in Lieu of Second  
BRONZE STAR MEDAL

★ Capt. Frederick C. Greaves, (MC) USN, Bethesda, Md.: As medical officer of a major naval task force during the invasion of southern France he developed sound and workable casualty evacuation plans, setting up procedures by which casualties were expeditiously cleared from the assault beaches and evacuated to base hospitals. His efforts in fitting out landing craft as hospital carriers, improving medical facilities in combat loaders and scheduling the movement of hospital ships contributed materially to the effective and prompt manner in which all casualties were handled during the invasion.



BRONZE STAR MEDAL

★ Capt. William S. Campbell, USN, New York, N. Y.; Comdr. William I. Leahy, USN, Hartford, Conn., and Comdr. Roland B. Vanasse, USN, Anthony, R. I.: As commanding officers of transports during the invasion of

France, they completed assault preparations while under a heavy bombing attack. However, they landed troops, vehicles and equipment on schedule under extremely hazardous conditions, thereby contributing materially to the success of this operation.

★ Capt. Harry L. Goff, (MC) USN, Pembroke, Ga.: As medical officer on the staff of an amphibious force prior to and during the invasion of France, he maintained a high level of efficiency in the evacuation and care of both Army and Navy casualties. His able planning and resourcefulness contributed in a substantial manner to the success of the operation.

★ Capt. Frederick C. Greaves, (MC), USN, Bethesda, Md.: As senior medical officer on the staff of Commander Naval Forces Northwest African Waters, prior to and during the invasion of Sicily and Italy he efficiently administered medical facilities for naval forces in the Mediterranean area throughout a period of almost continual operations against the enemy. He exercised extreme tact and cooperation in relations with Army medical authorities and in solving many joint problems encountered.

★ Capt. Thomas B. Inglis, USN, Houghton Lake, Mich.; Capt. Einar R. Johnson, USN, Rockford, Ill.; Comdr. William S. Estabrook Jr., USN, Fayetteville, N. Y.; Comdr. Reid P. Fiala, USN, South Pasadena, Calif.; Comdr. Seymour D. Owens, USN, Marblehead, Mass. (posthumously), and Comdr. Walter C. Winn, USN, Little Rock, Ark.: As commanding officers of close-in-fire support ships during the invasion of Saipan, they skillfully maneuvered their ships through dangerous waters in the face of heavy enemy gunfire. They directed accurate concentrated fire against shore batteries and contributed to the success of our forces.

★ Col. James E. Kerr, USMC, Quantico, Va.: As training officer on the staff of Commander, Landing Craft and Bases, 11th Amphibious Force, he exercised extraordinary professional ability in supervising the training of personnel aboard approximately 2,450 landing ships and craft. He approached the difficult problem with optimism and determination and by force of character and meticulous attention to detail succeeded in developing a high state of training.

★ Capt. George M. Lyon, (MC) USNR, Huntington, W. Va.: As chemical warfare officer on the staff of Commander, U. S. Naval Forces in Europe, from August 1942 until September 1944, he was largely responsible for the development and understanding of the possibilities of chemical warfare. As a result of his indoctrination, naval forces were prepared to take proper precautions if they had been confronted with the use of chemical agents during the invasion of Normandy.

★ Capt. George E. Maynard, USN, Hudgins, Va.: As commander of a beach assault unit during the invasion of southern France he formulated the basic landing plan and led the assault to establish special service troops in enemy-held territory. With complete disregard for his own safety, he directed the beach organization on Ile du

Levant and later the successful landing on the I. de Porpuerolles. His fearless and aggressive leadership in this action was largely responsible for the prompt securing of these important islands commanding the approach to the port of Toulon.

★ Capt. Adrian O. Rule Jr, USN, Coronado, Calif.: As deputy chief of Staff for air to Commander, Caribbean Sea Frontier, and later in the additional capacity of commander of a fleet air wing from 10 Dec. 1942 to 18 Aug. 1944, he exercised sound judgment and initiative in directing anti submarine operations of the aircraft under his command during a period of vigorous enemy activity.

★ Comdr. Harold Biesemeier, USN, Modesto, Calif.: As commanding officer of an assault transport during the invasion of Normandy, he successfully and without loss debarked assault troops and despatched the assigned landing craft to the proper beaches, despite unfavorable sea conditions. In accomplishing this task, he displayed outstanding leadership, initiative and keen insight into the problems of combined operations.

★ Comdr. Marshall E. Dornin, USN, Mill Valley, Calif.: As a member of the staff of Commander Service Force Atlantic Fleet from June 1941 to July 1943 he contributed materially to the gunnery proficiency attained by ships of the Atlantic Fleet. From May 1943 until his detachment from the staff he served as force gunnery officer and aided and advised commanding and gunnery officers in the most effective and accurate utilization of their fire control equipment.

★ Comdr. (then Lt. Comdr.) William H. Hilands, USN, El Monte, Calif.: As aircraft material officer of a task force during combat operations in the Gilbert and Marshall Islands from 21 Oct. 1943 to 31 May 1944 he rendered invaluable service in the development of efficient aircraft maintenance organizations at advanced bases.



Comdr. Hilands



Mainsheet (NTC, Bainbridge, Md.)

## BRONZE STAR MEDAL cont.

★ Comdr. Charlton L. Murphy Jr., USN, New London, Conn.: As commanding officer of a submarine during a war patrol his conduct was an inspiration to his officers and men and in keeping with the highest traditions of the naval service.

★ Lt. Comdr. Richard H. Bates, USNR, Los Angeles, Calif.: As executive officer of the USS *Biscayne* during the invasion of southern France he organized and administered the departments of his ship to function as the amphibious flagship of a task force. In the approach to the hostile shore he expertly guided, by exceptionally accurate navigation, the movements of the assault convoys to the proper beaches.

★ Lt. Comdr. Carl G. Drescher, (SC) USN, Washington, D. C.: Because of his unwavering devotion to duty in connection with operations in the Central Pacific from October 1943 to August 1944 under very trying conditions, including an enemy air attack, the supply of fuel to the fleet was accomplished in an outstanding manner.

★ Lt. Comdr. John D. DuBois, USNR, Richmond, Va.: During his tour of duty at Port Moresby from 29 Aug. 1943 to 15 Feb. 1944, he displayed energy, skill, efficiency and organizing ability. He constantly gave an outstanding performance of duty and very materially contributed to the success of the 7th Fleet in operations against the enemy.

★ Lt. Comdr. Richard W. Emory, USNR, Richmond, Va.: While serving as intelligence officer on the staff of CincPac from July 1942 to December 1944 his capable and efficient performance of very important duties assigned to him contributed to the successful prosecution of the war in the Pacific.

★ Lt. Comdr. Mary M. Heck, (NC) USN, Cumberland, Md.: As chief nurse at a naval base hospital in England prior to, during and after the invasion of France, she was untiring in her efforts to prepare for the care of a large number of casualties. She effected the efficient assignment and employment of the staff of nurses, inspiring them to render the highest



Lt. Comdr. Heck

type of medical attention to the large numbers of patients hospitalized. Spontaneous expressions of appreciation from all patients and from medical officers of all services attest to her meritorious performance of duty.

★ Lt. Comdr. Edward G. Janeway, USNR, Oyster Bay, N. Y.: As commanding officer of a U. S. naval advanced amphibious maintenance base in England he exercised outstanding skill and ability in establishing the base and in supervising maintenance and logistical support of the landing ships and craft attached to it. His meticulous performance of this duty is considered to have contributed materially to the success of the invasion of Normandy.

★ Lt. Comdr. Forrest A. Lees, USN, San Diego, Calif.: From November 1943 to February 1944 he was arduous and exacting in duties concerned with the development, manufacture and testing of special landing craft equipment at a time when urgency was of utmost importance. While at the same executing in a commendable manner his duties as aircraft squadron commander he developed methods for the control of aircraft with industry, initiative and ingenuity.

★ Lt. Comdr. James L. Middlebrooks, USNR, Birmingham, Ala.: As radio material officer on the staff of Commander, Landing Craft and Bases, 11th Amphibious Force, he was charged with the maintenance and installation of radio and underwater sound gear. Through his foresight, broad technical knowledge and energetic administration of an organization functioning at widely separated bases, all ships and craft sailed for the invasion of France with this equipment in operative condition.

★ Lt. Comdr. Henry Montgomery Jr., USNR, Los Angeles, Calif.; Lieut. Stuart D. Cowan Jr., USNR, Orange, N. J.; Lieut. Appleton A. Mason Jr., USNR, Larchmont, N. Y., and Lt. (jg) Sigfred A. Nelson, USNR, Edmonds, Wash.: Attached to the staff of the commander of a destroyer squadron during the invasion of France, they worked skillfully under constant threat of enemy submarine, surface and aerial opposition. By their cool and courageous performance of duty in the face of frequent aerial attacks throughout the entire assault period, they contributed essentially to the success of their unit during these vital combat operations.

★ Lt. Comdr. William A. P. Pullman, USNR, Lake Forest, Ill.: As personnel officer on the staff of Commander, Landing Craft and Bases, 11th Amphibious Force, he exercised outstanding executive ability in the administration of about 65,000 naval personnel attached to the 18 bases of this command. He established and directed a highly successful receiving barracks and system for efficiently handling survivors returning from the operation.

★ Lt. Comdr. John M. Wyckoff, USNR, Seattle, Wash.: As commanding officer of a minesweeper operating at Kwajalein and Saipan, he brought his ship through a hazardous sweep of several enemy minefields without casualty to ship, personnel or gear and cleared channels and anchorages for our ships engaged in the occupation of these enemy-held bases.

★ Lieut. Lyman W. Ballinger, USNR, San Diego, Calif.: As engineering officer of a bombing squadron in the Central Pacific, he worked under primitive conditions with inadequate facilities and inexperienced personnel. By sheer force and energy he so inspired the personnel under him that operations against the enemy were maintained at a high level of efficiency despite bombing attacks and frequent air raid alerts.

★ Lieut. Raymond B. Brady, USNR, Gastonia, N.C.: His skillful analysis of target courses and speeds as torpedo data computer operator in a submarine during war patrol assisted

in the sinking of enemy ships for a total of over 17,000 tons. His efficiency and coolness contributed much to the success of his ship in evading severe enemy countermeasures.

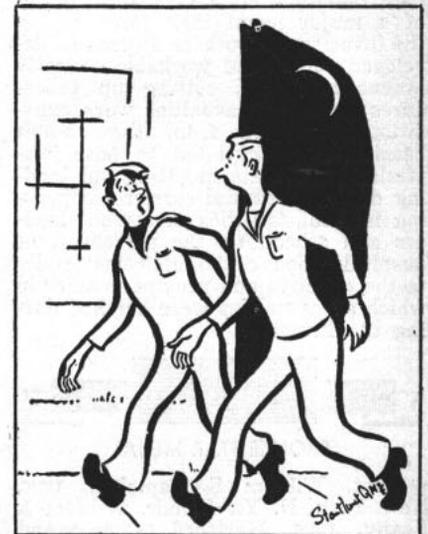
★ Lieut. Ralph Brown, USN, San Francisco, Calif.: When the USS *Susan B. Anthony* was sunk, he kept his vessel alongside under very adverse and dangerous conditions so that a large number of troops could be evacuated onto and across the decks of his ship. By keeping his vessel alongside until the last possible moment, many crew members of the *Susan B. Anthony* were saved who might otherwise have been lost.

★ Lieut. Samuel A. Byrd, USNR, Mt. Olive, N. C.: As a beachmaster during the invasion of Normandy, he assumed command of an area adjacent to a beach exit road and directed the movement of traffic with such skill that the evacuation of casualties from the beach was tremendously expedited. Working under fire without rest or relief for 36 hours, he set an excellent example for Army and Navy personnel.

★ Lieut. Walter H. Carter, USNR, Lynn, Mass.: As senior area fire protection officer of Service Force, 7th Fleet, he developed equipment and supervised fire fighting instruction with ability and diligence. His direction of combat fire-fighting teams during amphibious assault operations at Hollandia, Biak and Noemfoor reduced fire losses ashore and afloat to a minimum and contributed greatly to the success of our operations.

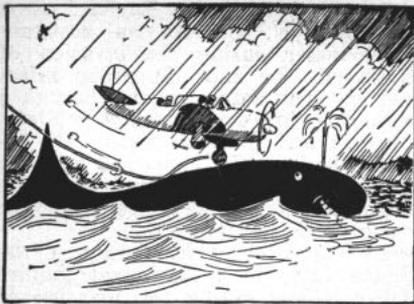
★ Lieut. Thomas N. Creacy, USNR, Cherryville, Oreg.: Attached to the 81st Construction Battalion during the invasion of Normandy, he was in charge of the operations of the first and second waves of ferries. With no rest during the first 60 hours, and despite repeated enemy air attacks, mine explosions and shell fire, he established contact between the ferries and ships to be unloaded and maintained the unloading schedule.

★ Lieut. Robert Halperin, USNR, Chicago, Ill.: While attached to the staff of an assault force commander during landings on Cherbourg peninsula, he



Beacon (Navy Yard, Phila., Pa.)

"I don't see why they put me on mess detail  
—I can't cook!"



VR-8 Ball (NAS, Patuxent River, Md.)

"Damp weather seems to have warped the flight deck, McGinnis."

contributed materially to the successful landing of the first waves with a minimum of casualties. Under his direction, troops were rescued from swamped boats and despatched to the beaches, and two men were saved from drowning by his initiative and quick action.

★ Lieut. Harold M. Kiesel, USNR, Washington, D. C.: As officer in charge of the outboard shuttle control during the invasion of France he was charged with the organization of all outgoing convoys during the early phases of the assault under the most trying conditions. By constant application to duty and the exercise of ingenuity and judgment, he established the convoys on a smooth and orderly basis.

★ Lieut. William H. McCorkle, (ChC) USNR, Kingsport, Tenn.: As chaplain of an infantry regiment on Guam from 21 July to 10 Aug. 1944 he displayed outstanding courage and devotion to duty. Constantly on the front lines and exposed to enemy fire he was untiring in his efforts to give spiritual aid to the troops and comfort and assistance to the wounded and dying.

★ Lieut. Gordon W. Miller, USNR, Los Angeles, Calif.: As commanding officer of the *LST 452* during amphibious landing operations at Lae, Finschhafen, Cape Gloucester, Sidor, Aitape and Biak, he aggressively maneuvered his ship in a courageous manner and contributed to the success of the operations by his professional knowledge and leadership.

★ Lieut. Arne C. Pedersen, USCG, Malden, Mass.: Serving in northeast Greenland and outlying stations from October 1941 to September 1944, he endured the rigors and hardships of an isolated Arctic station and displayed courage, stamina and initiative in the performance of highly vital services at our northernmost outpost in the North Atlantic.

★ Lieut. John R. Pleasant, USNR, Shreveport, La.: As ground operations officer attached to a fighter squadron in the Solomons from August 1943 to January 1944, he ably organized flight schedules and line crews. He rendered exceptional service in handling ground operations and overhaul of planes, thereby aiding in the maintenance of peak efficiency in the squadron.

★ Lieut. Samuel R. Pruett, USNR, Flat Creek, Ala. (posthumously): As commanding officer of the *YMS 24* during the invasion of southern France, he operated his ship with outstanding skill in penetrating one of the most

heavily infested minefields in the assault area. He assisted materially in the early clearing of approach channels and inshore anchorage zones before he lost his life when his vessel sank.

★ Lieut. James S. Swarts, USNR, Van Horn, Tex., and Lt. (jg) Bruce B. Hofmann, USNR, Altoona, Pa. (both posthumously): When the *LST 507* was sunk by an enemy E-boat in the Atlantic on 28 April 1944, they gave their life belts to two soldiers without belts and continued the supervision of abandon-ship activities. They were the last to leave the sinking vessel. After swimming to a life raft, they succumbed from shock and exposure in the cold waters.

★ Lieut. Andrew K. Taylor, USNR, Cincinnati, Ohio: Acting as beachmaster of an assault unit during the invasion of southern France he landed with the initial waves on the I. de Porquerolles. With courage and forceful energy he directed the debarkation of troops and equipment and supplies vital to their maintenance. He efficiently organized and operated the beach area until the garrison was firmly established.

★ Lieut. Carol G. W. Wynn, USNR, Arcadia, Calif.: As an aviation officer attached to Bombing Squadron 142 in the Central Pacific Area from 21 Dec. 1943 to 15 July 1944 he performed his numerous, varied tasks skillfully and with sound application of superior technical knowledge. On one occasion, he unhesitatingly volunteered his services during an air attack, rendering invaluable assistance in coding and decoding emergency communications and in saving an aircraft in distress.

★ Lt. (jg) Howard A. Andersen, (MC) USN, Minneapolis, Minn.: As medical officer attached to the *USS Corry* when she was sunk by enemy action in the Bay of the Seine on 6 June 1944, he remained to the last aboard the sinking vessel and worked desperately to save the wounded even though word had been given to abandon ship. Although suffering from exposure after a long period in the water, he carried on valiantly for another 30 hours in his tireless ministrations to the injured.

★ Lt. (jg) John A. Blanchard Jr., USNR, Sidney, Mont.; Lt. (jg) Durwood N. Clader, USNR, Homestead Park, Pa.; Lt. (jg) Leo R. Montgomery, USNR, Middletown, Ill.; Lt. (jg) Billie M. Staerkel, USNR, Newton, Kan., and Lt. (jg) Leycester Stanley, USNR, Choice, Tex.: As commanding officers of landing craft attached to Boat Pool 11 during the evacuation of a Marine battalion from a position behind the Japanese lines in the Solomons on 29 Nov. 1943, they were subjected to a devastating barrage of machine-gun, mortar and artillery fire, but withdrew without damage to their vessels. On a second attempt, they effected the rescue of the entire battalion, including a number of wounded, and completed their mission without the loss of a single man.

★ Lt. (jg) Augustus T. Allen Jr. USNR, Raleigh, N. C.: As naval gunfire liaison officer during the invasion of Normandy, he landed under extremely heavy enemy gunfire and quickly es-

tablished communications with the firing ships. Later he organized the shore fire control parties under his charge to such good effect that the Army units to which they were attached were materially aided in their advance.

★ Lt. (jg) Joseph C. Callen, USNR, Chicago, Ill.: While serving as commanding officer of a landing craft gunboat during the capture of islands in the Marshall Islands group in January and February 1944 he constantly exposed himself and his ship to enemy fire without regard to his personal safety. He closely supported with barrage rockets and gunfire the actual landing of the assault troops. The vigorous and gallant offensive of his command is a reflection of the leadership of the commanding officer.

★ Lt. (jg) Joseph Cavanagh, USNR, Providence, R. I.; Lt. (jg) Robert R. Nichols, USNR, Brooklyn, N. Y., and Lt. (jg) Norman E. Stephens, USNR, Loup City, Neb.: While serving as regimental naval gunfire liaison officers during the invasion of Normandy, they displayed professional skill and devotion to duty. The supporting fire which they were able to bring to bear was of great value in the advance of the Army units to which they were attached.

★ Lt. (jg) Herbert R. Cluster, USNR, Baltimore, Md.: As officer-in-charge of an LCT during the invasion of Normandy, he directed emergency repairs when the ramp broke loose about 6,000 yards off the beach. Although the ramp again became loose just prior to beaching, he ingeniously kept it in place. Just as the tanks were ready to debark a mine was sighted directly ahead of the tanks. He immediately turned his craft sidewise and was able to safely discharge his tanks.

★ Lt. (jg) Kenneth G. Curtis, USN, Lynn, Mass.: As torpedo and gunnery officer aboard a submarine during a war patrol his conduct was an inspiration to the officers and men in his ship and in keeping with the highest traditions of the naval service.

★ Lt. (jg) Charles O. Frost, USNR, Seymour, Ind. (posthumously): As evaluating officer and fighter director officer of the *USS Claxton* in the Shortlands area, he skillfully and accurately appraised all information received. His gallant service in the face of severe opposition was a contributing factor in the destruction of one plane, shore installations on Buka and Shortland Islands and torpedo hits on two enemy vessels.

★ Lt. (jg) Jack D. Fuller, USNR, Columbia, S. C.: As officer-in-charge of an LCT during the invasion of Nor-



Hoist (NTC, San Diego, Calif.)

"Is this trip really necessary?"

## BRONZE STAR MEDAL cont.

mandy, he took his craft in under terrific gun and shell fire after it had been severely damaged and successfully unloaded vital combat material.

★ Lt. (jg) Sylvester T. Harlin, USN, Norfolk, Va.: While attached to a task group during the invasion of Normandy, he sailed Salvage Landing Craft Mechanized Group 3 across the channel and beached his craft shortly after H hour on D day under heavy and direct shellfire. He worked throughout the day and night without rest to remove swamped craft and salvage Army mobile equipment.

★ Lt. (jg) Lawrence L. Heideman, USNR, Grosse Ile, Mich.: In command of 11 naval combat demolition units during the invasion of Normandy, he was subjected to heavy enemy artillery and rifle fire which killed or wounded 40% of the personnel. However, units under his command were successful in clearing eight 50-yard gaps through enemy-placed obstacles on the beach.

★ Lt. (jg) Loren P. Herder, USNR, Minneapolis, Minn.: As a naval gunfire liaison officer during the invasion of France he maintained a front-line observation post with communications to a supporting cruiser and displayed much initiative and resourcefulness in seeking out enemy positions. He and his party caused great damage to the enemy and eliminated many strong points that were holding up the attack.

★ Lt. (jg) Robert E. Huffman, USNR, Bemidji, Minn.: When his landing craft was damaged and left burning during the invasion of Normandy, he swam about 150 yards to the beach which was raked by enemy artillery mortars, machine guns and snipers. After seeing that his men were properly dug in, he boldly exposed himself to enemy fire for several hours as he moved about the beach directing operations.

★ Lt. (jg) Robert O. Johnson, USNR, Los Angeles, Calif.: As assistant operations officer and hydrographer on the staff of Commander 3d Amphibious Force from 15 July 1943 to 31 March 1944 he displayed exceptional skill and worked tirelessly in the preparation of combat navigational charts used in the invasion of Vella Lavella, Treasury, Bougainville, Green and Emirau Islands.

★ Lt. (jg) Paul R. Kohout, USNR, Chicago, Ill.: As commanding officer of a close-in fire support vessel during the capture of a large enemy-held island in the Pacific in June 1944 he constantly exposed himself and his ship to enemy fire without regard to his personal safety. The vigorous and gallant offensive displayed by his command is a reflection of the leadership of the commanding officer.

★ Lt. (jg) D. J. Manchester, USNR, Buffalo, N. Y.: When the *LST 348* was sunk by two explosions off the Island of DeZamnone, Italy, he organized damage control activities and, when it became necessary to abandon ship, directed the evacuation of the wounded. One of the last to leave the sinking ship, he continued to encourage and care for the critically injured until all were recovered by rescue vessels.

★ Lt. (jg) Henry S. McFall, USNR,

York, Pa.: Called in two days before the invasion of Normandy to replace a sick officer as naval gunfire liaison officer, he succeeded in setting up the designed fire-support communications during the assault. He designated targets which were fired upon by the USS *Arkansas* with marked effect.

★ Lt. (jg) Samuel C. Miller, USNR, Narberth, Pa.: Serving with the 7th Beach Battalion during the invasion of Normandy, he noted the extreme difficulty which the medical personnel were having in transporting wounded men out of reach of the tide. He salvaged an abandoned Army jeep and drove the length of two beaches under terrific fire, picking up wounded and carrying messages. Later he led a fire-fighting party aboard a burning LCT and fought the fire until it was extinguished.

★ Lt. (jg) Jack S. Sandkuhle, USNR, Oakland, Calif. (posthumously): In charge of a working party operating at Torkina beach on 23 November 1943, he refused to move to a sheltered area despite heavy enemy shelling. He carried out his tasks with unflinching determination until killed by hostile fire.

★ Lt. (jg) Robert E. Seabold, USNR, Dayton, Ohio: As commanding officer of the fourth wave of boats during evacuation of a Marine battalion from behind Japanese lines on 29 Nov. 1943, he was forced to withdraw in his first attempt in the face of intense enemy opposition. On the second attempt, under a covering barrage from our ships, he assisted in the embarkation and departure of the entire battalion and remained in the danger area to make certain that no personnel had been left behind.

★ Lt. (jg) Robert L. Smith, USNR, Mountain View, Calif.: He was largely responsible for having a large percentage of gunfire-support craft operationally ready for the invasion of Normandy. His coolness and courage under fire and his mature advice were of great value to the task group commander.

★ Lt. (jg) Henry R. Stern, Jr., USNR, Manhasset, N. Y.: As commanding officer of the *SC 1354* during the invasion of Normandy, he arrived off his assigned beach prior to H hour and displayed extraordinary forethought in directing ships and small boats into the beach. His ship took shore batteries under fire, making it possible for the Army to get ashore.

## Navy Decorates Officer Of Public Health Service

For prompt and skillful treatment of more than a thousand casualties during the Saipan-Tinian invasions Lt. Comdr. Robert L. Griffith, of the U.S. Public Health Service, has been awarded the Navy's Bronze Star Medal. Working zealously throughout long hours without rest he was exceptionally efficient in directing his medical staff and contributed to the saving of the lives of men wounded in combat.

★ Lt. (jg) John C. Taylor, USNR, Charlotte, N. C.: As an assistant beachmaster during the invasion of Normandy, he kept his group intact and led them safely ashore through a withering fire from enemy artillery, mortars and machine guns. He directed his men in giving all possible assistance to the wounded, including removing them under fire from the reach of the incoming tide.

★ Lt. (jg) Robert E. Turner, USNR, Platte City, Mo.: As naval gunfire liaison officer during the invasion of France, he coordinated the operations of three shore fire-control parties and contributed greatly to the advance up the Cherbourg peninsula. During the final assault on Cherbourg, he directed gunfire support so effectively that the infantry was able to capture the outer defenses of the city.

★ Lt. (jg) Milton C. White, USNR, Washington, D. C.: As commanding officer of the *PC 479* which was escorting a convoy of LCTs engaged in the resupply of Arawe, he skillfully maneuvered his ship to protect the convoy when it was attacked by 14 Jap divebombers and fighters. He assisted in putting up a heavy barrage of anti-aircraft fire which destroyed four enemy planes.

★ Lt. (jg) Frank R. Williams, USNR, Phoenix, Ariz.: As Armed Guard officer aboard the ss *James B. Francis* when the munitions-laden vessel was endangered by fire and explosions on a nearby landing craft at Pearl Harbor on 21 May 1944, he remained aboard after orders had been given to abandon ship and directed a volunteer crew in fighting fires and in moving the vessel from her dock. He and his crew stayed at their posts after a shower of incendiary shells had started a fire which threatened munitions and powder in the No. 1 hatch, and contributed to the saving of the ship.

★ Lt. (jg) Robert B. Woodcock, USNR, Brooklyn, N. Y.: As commanding officer of the *SC 738*, while it was convoying LCTs engaged in the resupply of Arawe on 21 December 1943, he assisted in fighting off attacks by three formations of 45, 60 and 8 Jap divebombers and fighters. He assisted in putting up a heavy barrage of flak which prevented the enemy from carrying out a full-scale attack, and through his efforts no casualties or material damage was suffered.

★ Lt. (jg) William A. Wulfman, (MC) USN, Huntington, W. Va.: Attached to the *LST 348* when it was sunk off the Island of De Zammone, Italy, on 20 Feb. 1944, he skillfully and untiringly administered medical aid to the burned and injured and assisted in transferring them to boats and life rafts until he was forced to abandon ship. He secured necessary medical supplies before leaving the sinking ship and continued to render medical and moral aid to those in a critical condition for several hours later.

★ Ens. Davis H. Hart, USNR, Seymour, Mo.: As naval gunfire liaison officer with the 3d Battalion, 8th Infantry, 4th Infantry Division, from 6 June to 30 June 1944 he conducted naval gunfire support for the advancing infantry and materially assisted



Hoist (NTC, San Diego, Calif.)  
"... And then again, there are times when the enemy may prove a little faster than you!"

the advance up the peninsula toward Cherbourg.

★ Ens. George T. Hill, USNR, Piqua, Ohio: As assistant to the gunnery officer aboard a destroyer in the Pacific on 15 June 1944, he remained at his battle station despite severe and painful wounds and continued to spot aircraft accurately until ordered by his commanding officer to leave his post.

★ Ens. Frederick T. Hon, USNR, Normandy, Mo.: While attached to the staff of a major task force commander during the invasion of southern France he skillfully supervised the stenographic preparation of operation material and a vast amount of communication traffic incident to the formulation of final invasion plans. He dependently assisted the operational staff in the amphibious flagship to coordinate the large volume of urgent communication traffic essential to the execution of the operation.

★ Ens. Curtis C. Norbeck, USNR, Sugar Grove, Pa.: As a naval gunfire liaison officer during the invasion of France his diligent preparation enabled his party to carry on successfully after he himself, landing with the forward troop elements, was so seriously wounded that it was necessary to evacuate him.

★ Ens. John D. O'Malley Jr., USNR, Cincinnati, Ohio (missing in action): As naval gunfire liaison officer during the invasion of Normandy, he landed in the face of enemy gunfire and established communications with his firing ship, and directed accurate fire against important German positions. Later, he volunteered to accompany a patrol on an extremely perilous night mission which brought the group under the direct fire of enemy 88-mm. guns and machine guns.

★ Chief Carpenter William R. Wootten, USNR, Laurel, Md.: Attached to a Seabee battalion during the invasion of Normandy, he was in charge of a ferry that was bracketed by three enemy bombs and his tug overturned. Although wounded by shrapnel, he directed the rescue of 12 casualties and kept his ferry from being lost. He remained at his post, despite his painful wounds, for eight hours and brought his crew and craft safely to the beach.



Chief Carpenter  
Wootten

★ John J. Havelka, ACMM, USNR, Chicago, Ill.: While attached to an important unit under Commander Aircraft, Solomon Islands, from 27 June 1943 to 18 Jan. 1944, he rendered invaluable services at Munda airfield while it was still subjected to enemy artillery and sniper fire. As a member of the first Allied party at Rekata Bay, he was of material assistance in obtaining information vital to the success of our forces in this strategic area.



Havelka, ACMM

★ Thomas W. Herrmann, CTM, USN, Pacific Beach, Calif.: As a member of the crew of a submarine during the first war patrol of that vessel in enemy - controlled waters his leadership, untiring efforts, professional knowledge, and devotion to duty contributed largely to the smooth running of the watch and to the high state of morale of the crew.



Herrmann, CTM

★ Frank E. Hitchman, ACMM, USNR, Burbank, Calif.: As leading engineer of a fighting squadron in the Solomon Islands; from 31 Aug. 1943 to January 1944, he ably organized and trained his men and supervised all work performed by the engineering crews, many times operating under Jap aerial attack. A skillful craftsman and a tireless worker, he contributed materially to the combat efficiency of his squadron.

★ Robert W. Kitchin, CRM, USN, Groveland, Fla.: As sound operator in a submarine he used excellent judgment and skill in furnishing accurate sound data for torpedo attacks which resulted in the sinking of over 17,000 tons of enemy shipping. His efficiency and coolness contributed much to the success of his ship in evading severe enemy countermeasures.

★ Arthur Mullenix, CPhM, USN, Somerset, Ky.: As control room talker in a submarine he maintained rapid and accurate communication throughout his ship, aiding his commanding officer materially in the sinking of enemy ships totaling 20,000 tons. His devotion to duty greatly assisted his ship in conducting evasive tactics.

★ Keith L. Reed, CTM, USN, Des Moines, Ia.: His outstanding skill while in charge of torpedoes and torpedo equipment aboard a submarine was materially responsible for hits which resulted in the sinking of enemy ships totaling over 18,000 tons and the damaging of an additional 6,000 tons.

★ Benedict H. Schwab, CEM, USN, Dutchtown, Mo.: While in charge of the electrical department of a submarine he contributed materially to the sinking of many thousands of tons of enemy shipping. His conduct throughout was an inspiration to all with whom he served.

★ Loran F. Smith, CPhM, USNR, Monrovia, Calif.: As combat aerial photographer attached to the staff of CincPac his pictures of the first and second carrier strikes on Truk were among the finest released. To obtain good news pictures he was compelled to remain over targets twice as long as the usual reconnaissance plane in order to take both still and motion pictures. During one run between Dublon Island and Truk a 5-inch anti-aircraft shell blew out his motion picture camera.

★ Cornelius R. Bartholomew, GM1c, USN, St. Paul, Minn.: During the third war patrol of the submarine in which he was in charge of gunnery equipment his ship sank or damaged many thousands of tons of enemy shipping. The commendable manner in which he fired against one enemy vessel resulted in the sinking of that vessel by his gunfire alone. His competent and unceasing work in the maintenance of the gunnery equipment contributed materially to the high degree of success attained by his ship.



Bartholomew, GM1c

★ Bruce C. Fox, RT1c, USNR, Kingston, Mich.: Serving in a warship which was transporting a Marine detachment to Japanese-occupied Abemama Island, he performed his assigned tasks in a heroic and exemplary manner, although severely handicapped when his vessel was damaged early in the operations. He was materially responsible for the accomplishment of the Marine detachment's objective.

★ Leo Ladefian, BM1c, USNR, Providence, R. I.: During the invasion of France he worked tirelessly, fully exposed to enemy gunfire, in an effort to unload vehicles and personnel from LCT(5) 25. He assisted with the evacuation and treatment of casualties on the beach until he himself was wounded by enemy gunfire.

★ John F. Hope, SM1c, USNR, Omaha, Neb.: As signalman of a beach bat-



Hope, SM1c

talion during the invasion of Normandy he swam ashore when ordered to abandon his landing ship, and then worked his way from one beach to another until he reached his assigned post of duty. Wounded in the head, he refused to be evacuated and remained at his post until his unit was withdrawn from the beach.

★ Patrick W. Ryan, PhM1c, USNR, Roxbury, Mass. (posthumously): While in charge of the medical section of a beach party during the invasion of Saipan, he directed his three corpsmen in seeking out, treating and evacuating casualties.

# LUZON

(Continued from page 5)

Bay, five oil tanks at Saigon, oil storage facilities, warehouses and buildings along the Saigon river, seaplane hangar at Cat-Lai and two locomotives at Quangnai. Oil refineries in the Saigon area were damaged badly and fires were started in the Saigon navy yard.

One of the four convoys attacked along the Indochina coast was sunk in its entirety, according to Fleet Admiral Nimitz's communique. It consisted of one oiler, four medium cargo ships, two destroyer escorts and four coastal cargo ships. Another convoy was all sunk or beached and damaged. It comprised one light cruiser, believed to be the *Kashii* of the Katori class, four DEs, four oilers, seven medium and two small cargo ships and one coastal ship. Of the third convoy, an oiler was sunk and one large cargo ship, one medium cargo ship and one small coastal cargo ship were damaged. The fourth convoy lost three DEs, one oiler, three large cargo ships and a small cargo ship. In addition, at Camranh Bay, our planes sank a DE and a small cargo ship; at Saigon, sank a large oiler, a large transport, the dismantled French light cruiser, *Lamotte Picquet*, and damaged a large cargo ship, four medium cargo ships and two coastal cargo ships, and, along the coast, sank a medium cargo ship and damaged five small coastal cargo ships.

But the 3d Fleet's planes didn't wait for "all precincts to report" on the Indochina assaults before striking again fiercely, swiftly and daringly at new and more formidable targets — Hong Kong, Amoy and Swatow, along the China coast, and at Canton, simultaneously slashing again at Formosa. Only two days

## Legislative Matters of Naval Interest

The bill to establish a Chief of Chaplains of the Navy became Public Law 530, 78th Congress, when President Roosevelt signed it on 22 Dec. 1944. Subsequently, the President sent to the Senate the nomination of Capt. Robert D. Workman, (ChC) USN, Director of the Chaplains Division, BuPers, to have the rank of rear admiral while serving as Chief of Chaplains. The nomination was pending before the Senate as the INFORMATION BULLETIN went to press.



Chaplain Workman

Under terms of the legislation, the officer designated as Chief of Chaplains under the Chief of Naval Personnel shall be entitled to hold the temporary rank of rear admiral with the pay and allowances of a rear admiral of the lower half while serving

in such grade, until the end of the present wars.

• The following nominations for temporary service have been confirmed by the Senate:

To be rear admirals:

Allan R. McCann, USN.

Frederick G. Crisp, USN, regular temporary appointment replacing spot promotion to rear admiral held by virtue of serving as Director of Civilian Personnel, Navy Department.

Edward L. Cochrane, USN, Chief of BuShips, regular temporary appointment replacing spot promotion to rear admiral held by virtue of serving as chief of the bureau.

To be commodore:

Paul E. Pihl, USN, while serving as assistant chief of staff (logistics) to the Commander, Western Sea Frontier.

Ben H. Wyatt, USN, while serving as Commander, Naval Air Bases, 1st Naval District.

Thomas E. Van Metre, USN, while serving as assistant naval inspector general.

after their blows at Indochina ports, the 3d Fleet flyers were swooping over these great Chinese ports and the Jap stronghold of Takao in Formosa. In a communique covering two days of the far-flung action, Fleet Admiral Nimitz revealed that the Seahawks had sunk or damaged at least 104,000 tons of shipping, destroyed 42 planes and damaged 45 other aircraft. No enemy aircraft were encountered over Hong Kong or Canton.

Preliminary reports showed that on 14 January the carrier planes had sunk nine ships, totaling about 22,000 tons, including one destroyer, one destroyer escort and one oiler; had damaged nine ships and nine small ves-

sels; had shot down 16 planes, destroyed 18 on the ground and damaged 38, in addition to heavy blows being struck at docks and supply dumps.

On 15 January, incomplete reports showed, the attackers sunk or damaged an additional 82,000 tons of enemy shipping, including the 17,000-ton tanker *Kamoi*, seen listing; and two oilers, seen burning. Seven aircraft were shot down, one destroyed and seven damaged on the ground. The Royal Navy and Takoo docks, harbor facilities and fuel storage areas at Hong Kong and Canton were heavily damaged.

With Admiral Halsey's 3d Fleet thus shutting off all the sea roads to the Philippines, Gen. MacArthur and his men moved relentlessly forward on Luzon to a final, showdown battle with the Jap army defenders there.

### PERSONAL COPIES OF INFORMATION BULLETIN MAY NOW BE PURCHASED

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

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

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

### Answers to Quiz on Page 55

1. The death sentence, which requires the concurrence of two-thirds of the members present.
2. John Paul Jones (on 23 Sept. 1779 while commanding the *Bonhomme Richard* in battle of Flamborough Head, in which he captured the British ship *Serapis*).
3. (b). Airline (Great Circle) distances in nautical miles: Paramushiru to Tokyo, 1,152 miles; Chichi Jima to Tokyo, 523 miles.
4. (b).
5. Cargo carried loose in a vessel.
6. Leeway.
7. Woodwork which is kept scraped and not painted.
8. Ship's service man.
9. (b).
10. Pensacola, Fla.
11. (a) Aviation Chief Ordnanceman B (Aviation Bombsight Mechanic), (b) Aviation Chief Boatswain's Mate, (c) Aviation Chief Machinist's Mate F (Aviation Flight Engineer).
12. The national ensign.
13. Incorrect. Gold service stripes may be worn only after 12 years' continuous service with good conduct, each stripe representing four years of such service.
14. (c).
15. One, the Presidential Unit Citation ribbon.

# THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

## Rules on Souvenirs Summarized: It's Okay If It's Safe and the Navy Doesn't Need It

No matter how badly your Cousin Billy wants a captured Jap sub-machine gun, you won't be permitted to mail or bring one back to the States, under a recent directive which summarizes existing rules on captured enemy equipment and clearance of war souvenirs through customs.

It isn't that the Navy wants to keep the Junior Warriors from mowing down all the make-believe Japs in the neighborhood. It's simply that lots of captured enemy equipment can be better used to kill live-and-shootin' Japs, using their own equipment to deliver a kind of lend-lease hara-kiri!

There are other good reasons, too, why certain items are on the forbidden list. Some of the stories don't have happy endings. Take the case of the Seabee who accidentally shot himself in the head with a captured Jap revolver he was proudly showing the folks while home on leave. Or the instance of the "unloaded" bazooka shell which, when accidentally dropped, injured five small children, one of whom had to have both legs amputated. Or the numerous other instances on record overseas where the services lost good men due to accidents, which might have been prevented had the rules on souvenirs been followed.

The jungles and ports are full of souvenirs you *can* bring home with safety—and which won't get you in trouble with the authorities—but the book is emphatic when it says that you can't mail or bring back any of these:

1. Radio or radar equipment, or parts of such equipment.
2. Inflammables of any nature.
3. Explosives or any items containing explosives.
4. Name plates taken off any type of equipment. (This does not include captured "dog tags.")
5. Firearms of the automatic type such as machine guns, sub-machine guns or any other type of gun from which a number of shots or bullets may be discharged with one continuous pull of the trigger.
6. Items whose usefulness to the service or whose value as critical material outweigh their value as trophies, as determined by the theater commander.

Nor will the rules let you *mail* small firearms or other weapons which might be concealed on the person of individuals to whom you present them. If you do mail or bring back such items as rifles, small arms, bayonets, black-jacks, slingshots, billies, bludgeons, metal knuckles and swords, you should

make sure that the weapons have been registered in compliance with all the federal, state and local rules in effect wherever the weapons are going to be retained. If you decide not to go to this "bother," then you may find your precious souvenirs confiscated and yourself in first-class dutch with the law. It isn't worth the risk, especially since the law lets you keep them, providing you've fully complied with the rules.

To bring back any war trophies to the U. S., it is necessary for you to have a certificate in duplicate, signed by the CO, stating that you are officially permitted by the theater commander to retain as personal property the war souvenirs listed on the certificate. The copy of this form is surrendered to the customs officer at the port of entry when the items are declared and brought in.

If you mail captured material from overseas, the parcel must contain a similar certificate in duplicate stating that you are officially authorized to mail such items. If sent as a gift, the package must also contain the declaration which permits you to mail in duty-free personal property not in excess of \$50 evaluation. Packages which do not conform to the rules may be confiscated and turned over to the Director of Naval Intelligence.

The rules aren't hard to follow—and they have been issued not only for your own safety, but for the protection of your shipmates and your friends and relatives back home. It is well to remember that a little judgment exercised in selecting the type of souvenirs you plan to keep may help to guarantee that you'll live to a ripe old age, when you can take your grandchildren on your knee and spin a few yarns about the war trophies you picked up "way back in 1945."

The regulations are stated in detail in an OpNav letter to all ships and stations, dated 30 Nov. 1944 (NDB, 15 Dec. 1944, 44-1382).



Hoist (NTC, San Diego, Calif.)

"I'll have your job for this, young man!"

## Men Warned Against Carrying Large Sums of Money on Liberty

Because of increasing reports to BUPers of robberies and assaults, enlisted personnel going on leave or liberty have been warned against carrying large sums of cash with them.

Many of those being victimized are men who have recently returned from a long tour of duty overseas, during which time considerable pay accrued to their credit and is drawn by them at the time they go on leave or liberty. Often these men have deliberately or inadvertently made it known to associates they meet on shore that they have large sums of money and are "out for a large evening and to hell with expenses."

This, of course, is an invitation to persons of questionable character to take advantage of an opportunity and, unfortunately for the naval personnel involved, often has resulted in loss of all or a large part of the money, severe beating or other injurious treatment. Quite frequently it also has been the direct cause of the men being AOL, with the resulting punishment and the marring of otherwise excellent records.

Aside from his financial obligations to his family and legal creditors, a man's money is his own to dispose of as he sees fit; and the Navy does not attempt to dictate to men how they should handle it. In hope, however, that robberies and assaults will be reduced to a minimum, if not altogether eliminated, the following suggestions have been offered for men going on leave or liberty:

1. Register an allotment for deposit of funds in commercial banks. Allotments for support of dependents, payment of premiums on both government and private insurance policies and the purchase of war bonds may be continued even though persons who registered them may be reported "missing" or prisoners of war.

2. If you do not desire to make allotments, draw only such money as will permit you to make a good liberty or leave, and leave the rest of the money "on the books" where it will be safe and available if and when a real need for it arises.

3. If you intend to give your folks money or pay a debt, send that money in the form of a check or money order.

4. If you really desire, for a good reason, to have money available immediately, (a) convert cash to travelers' checks; (b) stow money in a money belt or in a place which is hard to get at; (c) do not flash large bills; (d) do not talk to anyone about the amount of money on your person.

# THE BULLETIN BOARD

## Applications Requested at Once from Men Eligible to Return to Flight Training

Personnel separated from flight training in good standing under the cutback announced in June 1944, when the scheduled output of aviators was drastically reduced, and who now desire to return as a result of the current expansion of the program, are required to file applications for re-entry immediately.

It had previously been stated (January 1945 INFORMATION BULLETIN, p. 73) that "individual applications for return are not required." However, BuPers Circ. Ltr. 391-44 (NDB, 31 Dec. 1944, 44-1461), which contains all the details concerning re-expansion of flight training, directs each eligible candidate to submit a written request for re-entry to BuPers by 15 Feb. 1945 if possible.

The previous report also stated that former aviation students assigned to Class A schools would not return to flight training until they had completed their courses. Under the new directive, the question of whether or not the student finishes his Class A school course will be determined by the needs of the naval service.

Some 7,000 students in TARMAC, flight-preparatory, CAA-WTS and pre-flight stages were affected by the June cutback. To be eligible for return, they must have been in good standing at the time they were shifted or withdrew voluntarily to other duties in the Navy. Those students who exercised their option to withdraw from the naval service are not eligible for re-entry unless they reenlisted in the Navy prior to 29 Dec. 1944.

A number of factors led to the Navy's decision to re-expand the

flight training program. One is that the Navy plans to speed up the rotation of its fliers, thereby giving aviators more frequent periods in the U. S. for rehabilitation and refresher training in new equipment. Also, the war in the Pacific is now ahead of schedule, and as the Navy presses home the drive to Japan proper, it has to be prepared for the more difficult job of fighting at accelerated tempo to keep the Jap constantly off balance. The upward revision in pilot training was not caused by an unexpected increase in the attrition rate.

The procedure directed to implement the program is as follows: Each eligible candidate will have the opportunity to return. He should submit to BuPers immediately via official channels a written request for re-entry, which should be received by the Bureau wherever possible by 15 Feb. 1945. Airmail should be used where receipt of the request in the Bureau will be expedited.

COs will examine each applicant's service record to determine his eligibility, which, in all cases, will be indicated by the following notation on page 9 of the record: "Separated from flight training while in good standing and solely as a result of quota restrictions. Is fully qualified and is recommended for reassignment to flight training at a later date, if so recommended by his CO, under any service quotas which may be established in the future." COs should inform all eligible personnel of their opportunity to return to flight training.

Requests from outside the continental limits should be by dispatch.

Because he was previously selected for flight training, it is considered each candidate is still physically and otherwise fully qualified unless his CO considers the man has recently demonstrated unfitness for such training. In such a case, the CO will submit a notation as an endorsement to the application when the latter is forwarded. In case doubt exists as to physical qualifications, a physical examination (flight physical, if feasible) will be given prior to forwarding applications.

Applications (except those by dispatch) should be made on forms suggested by BuPers Circ. Ltr. 391-44 and give such information as Navy courses of instruction completed, stages completed in flight training, the flight training activity from which the applicant was separated or withdrew, the date and whether this action was voluntary or the result of deselection.

Eligible candidates will be re-entered in flight training at a stage commensurate with their previous progress, subject to necessary pre-flight refresher. In the case of stu-

dents who completed pre-flight school, this will be for one month.

Those who have been commissioned since separation or who will be commissioned prior to the time of their return to flight training will be ordered to a naval air station, for primary flight training in the same manner as officers returning from the fleet.

Those undergoing reserve midshipman training will be allowed to complete the course and receive commissions upon successful completion thereof prior to being returned to flight training. However, applications for return should be submitted at this time.

Those returned to the V-12 program will not resume flight training until completion of four terms of college work, including any terms completed prior to reassignment to the Navy V-12 program. Applications should be submitted at this time, and should include the date of expected completion of necessary college work.

Former aviation cadets will be returned to aviation cadet status if they desire inasmuch as the age and marriage restrictions (Art. H-10302, BuPers Manual) have been waived by SecNav in the case of those former aviation cadets who, following their separation from flight training, married or reached their 27th birthday.

## Navy Nurses May Now Marry Without Having to Resign

Nurses now in service may marry without being required to resign, according to Alnav No. 12-45, which suspends for the duration of the war the provisions of Paragraph 451 (e) of the Manual of the Medical Department.

Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy, last month said that in December 1944 the Bureau of Medicine and Surgery received applications for resignation from 138 nurses who gave "marriage" as the reason for their action. Resignations for the same cause averaged more than 100 a month in 1944, reaching a high of 160 in November.

Liberalization of the marriage regulations is expected to help substantially in achieving the Nurse Corps' authorized strength, since more than 80 per cent of all separations from this branch have been because of the marriage bar, the Surgeon General stated. The Navy will continue efforts, none the less, to commission 4,000 additional nurses by 30 June 1945, in order to meet needs imposed by expanding naval operations.

There is no change in present policy which disqualifies married nurses for entrance into the Nurse Corps.



Mainsheet (NTC, Bainbridge, Md.)

"It's so nice to have you home for a few days, dear."

# THE BULLETIN BOARD

## Insignia Approved For Fleet Admiral

A pattern of five stars, fastened together in a pentagonal figure, has been approved as the design for pin-on insignia and on shoulder marks for the Navy's new rank of fleet admiral.

The sleeve insignia are one two-inch stripe with four half-inch stripes above it.

Insignia for the new rank, created by Public Law 484 of the 78th Congress, were announced in BuPers Circ. Ltr. 16-45 (NDB, 31 Jan. 1945) and incorporated into Uniform Regs.

The silver stars for the pin-on insignia are to be of a size to be inscribed in a 3/8-inch circle, with the surface of the stars to

be plain, raised and rounded. The device is pinned on with the point of the vertex (top) star pointing upward. The shoulder mark is shown above.

The three officers eligible to wear the insignia, having been nominated by the President and confirmed by the Senate for promotion to fleet admiral, are William D. Leahy, USN (Ret), Chief of Staff to the Commander-in-Chief, U. S. Army and Navy; Ernest J. King, USN, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, and Chester W. Nimitz, USN, Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

## Smaller Stars Authorized For Wearing on Ribbons

The size and manner of wearing stars on campaign and decoration ribbons has been standardized and clarified in a SecNav letter to all ships and stations (NDB, 15 Jan. 1945, 45-7). All previously authorized stars, however, may continue to be worn in the manner previously prescribed until replaced by new ones.

Under the new order, the size of the gold star worn upon a ribbon in lieu of an additional award of the same medal is set at 5/16 inch in diameter. (The old size, 3/8 inch, is retained only for wear upon the suspension ribbon of a medal.)

A silver star of the same dimensions as the new gold star is created by the order for wear in lieu of five gold stars. The new silver star also is authorized for wear on campaign ribbons to replace five bronze stars. Size of the bronze star remains the same (3/16 inch) as before.

(For latest list of engagements and operations for which stars may be worn on area ribbons see p. 31.)

The 3/16-inch bronze star now is authorized also for wear on the Presidential Unit Citation ribbon, replacing the larger blue star. Second and subsequent awards of the Navy Unit Commendation will be indicated by bronze stars on the ribbon.

The first star should be centered upon the ribbon and additional stars placed in a horizontal line close to and symmetrically about the center of the ribbon. This applies to both bronze and silver stars.

All stars are to be placed on ribbons point down.

## Embroidered Aircrew Insignia Not Authorized

No embroidered aircrew insignia has been authorized or is contemplated, BuPers has announced following receipt of information that such insignia were being sold to naval personnel. The directive, BuPers Circ. Ltr. 395-44 (NDB, 31 Dec. 1944, 44-1465), states that the only authorized aircrew insignia is a metal pin-on device, which the letter describes.

## VOTING INFORMATION

On 15 Dec. 1944, the Attorney General of the United States held that the Servicemen's Voting Law (P.L. 277, 78th Congress) "applies to all elections at which federal, state, or local officials are elected and for which absentee balloting procedures are provided by the applicable laws." Accordingly, in 1945, the Navy Department will continue in effect its policy of giving maximum assistance to Navy, Marine Corps, and Coast Guard personnel eligible and desiring to vote by state absentee ballot, to the extent practicable and compatible with military operations. Similar assistance will also be given to certain merchant marine personnel and to certain attached civilians.

Voting in 1945 will be only by *state or local* ballot. There will be *no* voting by *federal* ballot because there is no general election for members of Congress this year.

The same basic organization used to administer the voting program for the 1944 elections will be continued in 1945. Each ship, station or unit will have a voting officer to carry out the duties of the commanding officer under the latter's supervision. These duties include:

- (1) Make postcard applications (USWBC Form No. 1) available to personnel requesting them for use in 1945 elections.
- (2) Cooperate in attesting oaths in connection with postcard and state ballots.
- (3) Disseminate throughout the command election information furnished through official channels.
- (4) Take all reasonable measures to facilitate the expeditious handling, transmission, delivery, and return of postcards and ballotting material by air.

From time to time, information will be published in the INFORMATION BULLETIN as to elections at which absentee voting by servicemen is permitted. Any serviceman, member of the mer-

chant marine, or attached civilian who desires to vote by state absentee ballot in such elections may request a postcard from his commanding officer or designated voting officer. The postcard should be completely filled in and mailed to the secretary of state at the state capital of the state of his voting residence.

Information has been received as to the following forthcoming elections at which absent voting by servicemen is permitted:

**Illinois**—A primary election will be held in the counties on 10 April 1945.

**Michigan**—A general election for certain state and local offices will be held on 2 April 1945. The following state offices are to be voted for: Two justices of the Supreme Court, two regents of the University of Michigan, Superintendent of Public Instruction, member of the State Board of Education, two members of the State Board of Agriculture and a State Highway Commissioner.

**New Jersey**—A state primary election will be held on 15 May 1945. Municipal elections will be held on 8 May 1945 in the following localities:

Asbury Park	Lyndhurst Township (Bergen County)
Audubon Park	Medford Lakes (Borough)
Bordentown	Millville
Cape May City	Monmouth Beach (Borough)
Clark Township (Union County)	Newark
Collingswood (Borough)	Sea Isle City
East Millstone	Vineland (Borough)
Hackensack	West Cape May (Borough)
Haddonfield (Borough)	Wildwood Crest (Borough)
Jersey City	
Keansburg (Borough)	

**Vermont**—Annual town meetings at which municipal officials are to be elected will be held in cities and towns in Vermont on 6 March 1945.

**Wisconsin**—A state election will be held on 3 April 1945 for State Superintendent of Schools, justice of the Supreme Court and other judicial officers. At the same time several municipalities in the state will elect local officers.

# THE BULLETIN BOARD

## Age No Longer Factor In Release of Officers No Longer Needed

Attainment of age 38 has been eliminated as a prerequisite for reserve and retired officers of the Navy, Marine Corps and Coast Guard who desire to submit requests for inactive duty. Formerly, officers under 38 who were considered eligible for release were required to submit resignations.

Officers submitting requests, however, still must be engaged in specialized activities that are being closed down or curtailed and must be men who are not qualified or cannot be retrained for duty elsewhere, according to a SecNav letter (NDB, 31 Dec. 1944, 44-1422) which sets forth the most recent details for termination of active duty.

The letter states that there still exists a critical need for combat and seagoing officers and that this need will continue until the war with Japan is successfully concluded and, thus, there can be no large-scale demobilization of officer personnel.

However, as surveys of naval functions indicate that certain activities can be terminated without undue interference with the efficient prosecution of the war by naval forces, it will be possible to eliminate certain officer billets. Action taken on requests for termination of active duty will be entirely dependent upon needs of the service. Officers shall not be severed from the service or placed on inactive duty when they are otherwise acceptable with or without retraining and when they are needed elsewhere.

Resignations should be submitted to SecNav, via official channels including BuPers, or Commandant, Marine Corps, or Commandant, Coast Guard. Requests for inactive duty should be submitted to BuPers, or Commandant, Marine Corps, or Commandant, Coast Guard, via official channels.

The following information should be contained in the requests, paragraphed in this manner:

Paragraph 1: Whether request is for inactive duty or for acceptance of resignation.



Oak Leaf (USNH, Oakland, Calif.)

"You don't think I LIKE to see you work, do you?"

Paragraph 2: (a) Months' service during present term of continuous active duty; (b) months' service outside continental U. S.; (c) total leave taken during present term of continuous active duty; any leave recently authorized and intended to be taken, and whether officer wishes to claim all leave due him. (An officer who is separated or released may not receive pay from two government activities simultaneously.)

Paragraph 3: List of awards received, including unit citations, decorations, letters of commendation and number of stars authorized on area ribbons.

Attached to the letter requesting approval of resignation must be a statement from the officer carrying the subject officer's accounts as to whether or not he is indebted to the United States. No resignation will be considered without such a statement.

Forwarding endorsements must indicate whether or not the services of each individual can be spared without relief. COs will submit special fitness reports to accompany requests covering service to date of request.

## Personnel Going Overseas Advised Not to Drive Cars To Ports of Embarkation

Naval personnel ordered to embarkation ports for further transportation overseas have been warned anew against travel by private automobile because, under OPA regulations, no rations of gasoline are available for the return of a car from a port of embarkation to an owner's residence.

In a letter of 4 Sept. 1944 to commandants of continental shore establishments, the Chief of Procurement and Material, Navy Department, urged that travel by private auto to embarkation ports be discouraged unless the individual's place of residence is in the vicinity of the port or unless he is moving his family to a permanent residence nearby or plans to store his car there.

In many instances this warning was not heeded. Many officers and men have been accompanied to ports of embarkation by dependents who planned to drive back to their homes, expecting the Navy to help them get gas coupons for the return trip. When none could be obtained, under OPA rules, these persons were forced to sell their cars, or place them in storage, and had to pay the unexpected expense of returning their dependents to their homes by other means.

In calling attention again to the OPA regulations barring extra gas for such travel, the Chief of Procurement and Material noted that officers who authorize travel to ports of embarkation by private automobile may be doing the transferred officer a disservice rather than a favor.

## Accumulated Leave Given Reserve Officers at End Of Their Active Duty

Terminal leave for Naval Reserve officers whose resignations are being accepted or who are being released from active duty for reasons other than retirement, physical, disciplinary or improper performance of duty is being computed on the basis of two and one-half days per month of continuous active duty, minus leave already taken or granted and to be taken. Terminal leave may not exceed the statutory limit of four months.

As pointed out in BuPers Circ. Ltr. 383-44 (NDB, 31 Dec. 1944, 44-1453), there is no existing statute specifying that an officer shall be granted any leave. It is the prerogative of the Chief of Naval Personnel to grant such terminal leave in each individual case as is deemed appropriate.

It is the desire of BuPers, however, to grant terminal leave as equitably as possible under wartime conditions. Due to congested transportation systems, cessation of civilian passenger steamship travel, communications restrictions, exceptional mail and correspondence load and other abnormal conditions, it is difficult to predict when reliefs will report or when orders will be executed. Therefore, some officers may be prevented from being detached as soon as they would normally anticipate.

According to the directive, BuPers takes this delay into consideration and computes leave from the date the officer reported for continuous active duty until separation or release orders are written.

(For laws affecting the employment of reserve officers when on terminal leave, see January 1945 INFORMATION BULLETIN, p. 75.)

## Special Train for Service Personnel and Families Leaves West Coast Daily

"The Furlougee Challenger," an all-coach train operated exclusively for service personnel and members of their immediate families actually accompanying them to their destinations, was recently inaugurated by the Southern Pacific Railroad.

The train leaves San Francisco Ferry at 1830 daily and arrives in Chicago at 0920 of the third day. Diners are provided for meal service. The all-coach train, as such, makes no return trip, as it was established primarily to facilitate the heavy movement of military personnel traveling on furlough from west to east.

Reservations must be secured in advance. All Southern Pacific offices in San Francisco and Oakland have allotments of seats.

# THE BULLETIN BOARD

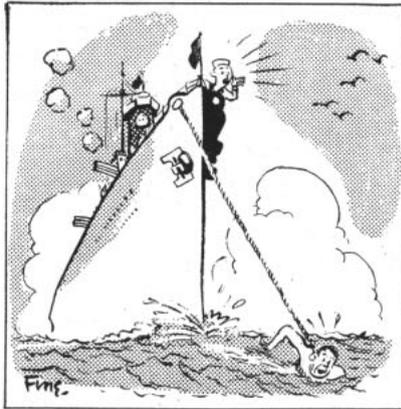
## Many Reserve Officers Now Eligible for \$50 Uniform Gratuity

Many naval reserve officers now may be entitled to an additional \$50 uniform gratuity, according to Alnav No. 14-45. The gratuity is payable four years from date of entitlement to the \$100 or previous \$50 uniform gratuity, providing that the officer has been a member of the reserve for four years from date of entitlement and has performed no less than 112 days active duty. For purposes of payment, the "date of entitlement" is the date, in most cases, on which the officer reported for active duty.

Claims shall be submitted in triplicate in letter form direct to Chief of Field Branch, BuS&A (Special Payments Division), Cleveland 15, Ohio. The claimant should state his full name, rank, file number and the address to which the check should be mailed.

The claim should be set forth in this manner: "I hereby submit claim for payment of \$50 uniform gratuity, having last been entitled to a uniform gratuity of (insert either \$100 or \$50) on (date) and having performed active duty separately as occurring if not continuous or insert none."

Officers on the honorary retired list of the naval reserve and officers of the Coast Guard and Marine Corps are not entitled to the gratuity.



Wheel Watch (NAS, Cape May, N. J.)

"Okay, Murdock, the engines are turning over now."

## Personnel Warned Against Unauthorized Service Scroll

Attempts are being made, according to reports noted in BuPers Circ. Ltr. 389-44 (NDB, 31 Dec. 1944, 44-1459), to sell to members of the naval service certificates or scrolls that, when signed by an officer, purport to be official recognition of faithful performance of war service in some particular area or theater of operation. The letter states that the issuance or signing of such unauthorized certificates by a CO or other person in the naval service is not permitted.

## 'Don't Talk Until You've Cleared It With Public Relations,' Navy Cautions

Because a considerable number of naval personnel who have returned from duty in the Pacific have granted interviews to the press without first contacting a Navy public relations office, BuPers Circ. Ltr. 10-45 (NDB, 15 Jan. 1945, 45-34) calls attention to existing regulations on the subject.

Officers and enlisted personnel, particularly those returning from theaters of war, are not permitted to participate in press conferences or radio programs or to talk to reporters except after consultation with, and clearance by, a Navy public relations officer.

Leave papers should contain the substance of these instructions or, if the standard leave form prescribed by BuPers Circ. Ltr. 288-44 (NDB, 30 Sept. 1944, 44-1137) is used for enlisted personnel, attention should be called to instructions regarding this subject printed on the reverse side.

## Lapsed NSI Policies May Be Reinstated by Paying Two Months' Premiums

Under a recent change inaugurated by the Veterans Administration, to remain in effect for the duration and six months thereafter, personnel in the service who have permitted their five-year level premium term National Service Life Insurance to lapse may, upon written application, reinstate their policies by paying two months' premiums without interest.

This rule, announced in BuPers Circ. Ltr. 393-44 (NDB, 31 Dec. 1944, 44-1463) requires that the applicant requesting reinstatement be in as good health on the date of application as he was on the due date of the first premium in default and so state on his application. He must also give complete information relative to any illness, disease, injury or treatment received during the period when the insurance was permitted to lapse. (Veterans Administration Form 353 is usually used for this purpose.) The Veterans Administration may require a report of physical examination, when deemed necessary, in connection with the application for reinstatement.

As pointed out in the directive, reinstatement must be made prior to the expiration of the five-year term period. Unless all premiums in arrears with interest are paid, the policies have no reserve value. An allotment should be registered promptly to cover future premiums.

## NEW V-DISC RELEASES

Following is the list of V-Discs contained in the February kit, Navy Release H, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in U. S. treating battle casualties. For information on how to get the discs, recorded exclusively for the armed forces, see table on pp. 70-71 of December or January issue.

141. ANCHOR'S AWEIGH; MARINE HYMN; SEMPER PARATUS; HAIL PURDUE — Manhattan Beach Coast Guard Band.
142. WHISPERS; HAWAIIAN PARADISE; WHEN DAY IS DONE; TEA FOR TWO; EASY TO LOVE — Guy Lombardo; PAGLIACCI — VESTI LA GIUBBA — Vaughn Monroe.
143. I PROMISE YOU; WITH EVERY BREATH I TAKE; LOVE IS JUST AROUND THE CORNER; JUNE IN JANUARY — Bing Crosby.
144. BOOGIE WOOGIE; SONG OF INDIA — Tommy Dorsey.
145. DON'T FENCE ME IN; THE CONTINENTAL — The Three Suns; THIS IS SO NICE IT MUST BE ILLEGAL; MARTINIQUÉ — "Fats" Waller.
146. MUSIC MAKERS; CHERRY; TWO O'CLOCK JUMP — Harry James.
147. MALAGUENA; IMPRESSIONS OF BASIE — Kostelanetz.
148. SWEET GEORGIA BROWN; SHEIK OF ARABY — Benny Goodman; BACK O' TOWN BLUES — Louis Armstrong.
149. ILL WIND; MOANIN' LOW — Lena Horne; THE DAY AFTER FOREVER;

- DON'T YOU KNOW I CARE — Ginny Simms.
150. NOBODY KNOWS THE TROUBLE I'VE SEEN — Charlie Barnet; OLD FASHIONED LOVE — Eddy Howard.
151. NOBODY'S BABY; THREE LITTLE WORDS — Tommy Dorsey; JUNGLE DRUMS — Artie Shaw.
152. MEMORIES OF YOU; LAZY BONES — Glen Gray; WARSAW CONCERTO — Freddy Martin.
153. AC-CENT-TCHU-ATE THE POSITIVE — Johnny Mercer; THERE'S A FELLOW WAITING IN POUGHKEEPSIE — June Hutton; WALKIN' IN THE LIGHT; GET ON BOARD LITTLE CHILLUN' — Deep River Boys.
154. BUGLE CALL RAG; ONE O'CLOCK JUMP — Benny Goodman.
155. THERE'S NO YOU; SOMEONE TO WATCH OVER ME — Frank Sinatra; CARRY ME BACK TO OLD VIRGINY — Jo Stafford.
156. LIEBESTOD (Wagner); IMMOLATION OF BRUNNHILDE (Wagner) — Toscanini and the NBC Symphony Orchestra.
157. SCRUB ME MAMA WITH A BOOGIE BEAT — Will Bradley; RELAXIN' AT THE TOURO; DIPPER MOUTH BLUES — Muggsy Spanier.
158. MOONGLOW; ADIOS, MARIQUITA LINDA — Artie Shaw.
159. OVER THE RAINBOW; I MAY BE WRONG BUT I THINK YOU'RE WONDERFUL — Judy Garland; LET THE REST OF THE WORLD GO BY; DEAR LITTLE BOY OF MINE; A LITTLE BIT OF HEAVEN — Dick Haymes.
160. MOONLIGHT SERENADE; DON'T BE THAT WAY; BLUE CHAMPAGNE — Maj. Glenn Miller.

# THE BULLETIN BOARD

## Rules Issued on Business Loans Under 'GI Bill'

Regulations governing guaranty of business loans under the "GI Bill of Rights" (Servicemen's Readjustment Act of 1944) have been issued by the Veterans Administration. Such loans are not made by the Government itself but must be negotiated individually with lenders. The Administrator of Veterans Affairs guarantees up to 50% of the loan or loans, provided the amount guaranteed does not exceed \$2,000.

Basically much the same as those for farm and home loans, the regulations are subject to certain provisions of the GI Bill:

- Interest may not exceed 4%.
- Proceeds must be used by the veteran to purchase real or personal property to be used by him in pursuit of a gainful occupation, and useful in and necessary to it.
- The veteran's ability and experience, and the conditions surrounding his project, must assure a reasonable likelihood of success.
- Purchase price must not exceed a reasonable, normal value as determined by proper appraisal.

Here's a brief summary of the regulations:

**Who is eligible:** any veteran in service after 16 Sept. 1940 and discharged under conditions other than dishonorable after 90 days of service (time is waived for disability discharge).

**Purposes of loans:** may be used not only for purchase of buildings or property, but also to buy supplies, equipment, machinery and tools; but not for inventory, stock or working capital.

**Joint enterprises:** if two or more veterans plan to enter business together, they may apply for guaranty of the same loan. Amount of guaranty may not exceed the maximum of \$2,000 per borrower (i. e., four veterans could get \$8,000 guaranty).

**Security for loans:** (a) *in general*, loans are secured by first liens, (i. e., the first obligation or charge against the property). However, if a first lien is already held by a Federal agency (as in the case of a loan from the RFC or FHA), a second lien may be accepted, and guaranteed in full, up to 20% of the purchase price; (b) *loans under \$500:* no security required; (c) *loans to buy property:* standard real estate first mortgage; (d) *loans to buy equipment:* chattel mortgage or conditional sales agreement; (e) *loans to buy supplies:* no security required if security is not customary or practicable.

**Repayment:** Although all loans guaranteed by the Administrator of Veterans Affairs must be paid off within 20 years, this maximum applies only

to real estate, as loans on equipment and machinery may not extend beyond the accepted useful life of the property. Equipment loan may not exceed \$1,000 and must be repaid within one year if amount is \$500 or less; if over \$500, loan may run for two years. If loan is for purchase of supplies not over \$1,000 it must be repaid within one year.

**Expenses:** all expenses customarily borne by purchasers may be charged against a veteran, but no charge may be made for the guaranty of the loan or for any services connected with securing such a guaranty.

**Wives of veterans:** if the wife of a borrower is an eligible veteran herself, she is not required to sign the application made by her husband. If she wants a loan guaranty herself, she makes separate application. Her husband's signature is required only if they live (or the loan is made) in a state where that is necessary to make the transaction legal. Also (see "Joint enterprises," above) she may, if entering business with her husband, apply for guaranty of the same loan, thus increasing the maximum guaranty.

**Applications:** available at all Veterans Administration offices, and will be distributed to recognized lenders, such as banks, insurance companies, etc.

With the issuance of these business-loan regulations, all provisions of the GI Bill of Rights have now been implemented and are available to eligible veterans. (Previously put into effect: provisions covering education, employment, readjustment allowances, home loans and farm loans. Educational provisions were printed in INFORMATION BULLETIN, Sept. 1944, pp. 64-65; for outline of law, see July 1944, p. 24.)

## Veteran's Pension Not Cut To Meet GI Loan Payments

Deductions from a veteran's disability pension will not be made if he defaults on a loan obtained under the "GI Bill of Rights" unless there is evidence of intent to defraud, and not even then if collection can be made in any other way, the Veterans Administration has ruled.

In explaining a recent legal opinion on this, the Administrator of Veterans Affairs pointed out that "the law does require offset or recovery from pension or other payments if the loss is due to fraud on the part of the veteran. If, however, the veteran is without fault, deductions are not required if they would defeat the purpose of such payments or would be against equity or good conscience.

"... No veteran need fear hardship through deductions from his pension, if he undertakes a loan obligation in good faith and any default thereon is not caused by fraud or similar fault on his part."

## Veterans Can Get Homes Without a Down Payment

Federal financing now available to veterans makes it possible for them to buy new homes without having to put up a down payment, if the home costs \$10,000 or less. The Federal Housing Administration insures the main loan, with Veterans Administration guaranteeing a second loan for the balance.

Under the "GI Bill of Rights," the eligible veteran may borrow 20% of the cost of a new home, up to a maximum loan of \$2,000, in any case where FHA has made its standard loan of 80% of the purchase price. Veterans Administration guarantees this 20% loan in full (instead of only half the loan, as with most "GI Bill" loans).

The financing is arranged through banks or local agencies which handle the details of FHA and VA authorizations. Under agreement with the Veterans Administration, FHA passes on both loans, determining whether the purchase price is fair, the payments are in relationship to the veteran's anticipated income, and the property is suitable for dwelling purposes.

A veteran who buys a home on this plan has 20 years to repay the 20% guaranteed by Veterans Administration, and 20 to 25 years (depending on cost and type of house) to repay the 80% insured by FHA.

## VETERANS ROUND-UP:

- How many veterans will enroll for college training after the war? Although some estimates have run as high as two million, a recent survey indicates a total nearer 650,000, says Dr. Raymond Walters, University of Cincinnati President. In his 25th annual survey of the nation's universities and colleges for "School and Society," education weekly, Dr. Walters said his estimate was based upon a sampling of 10,000 servicemen.

- During 1944 the number of veterans placed in jobs by the United States Employment Service more than doubled 1943's figure. For the first 11 months: 728,400 vs. 317,600. Veterans of the present war are currently accounting for about 75% of the jobs.

- Although OPA rent regulations provide that a tenant may not be evicted from a home for occupancy by a purchaser unless at least 20% of the purchase price has been paid, veterans buying homes under "GI Bill" loans guaranteed by the Veterans Administration do not have to meet this 20% requirement. Amendment was made to the regulations to eliminate possibility a veteran might be unable to obtain possession of housing purchased under aid provided by the GI Bill. This amendment applies for either the regular GI Bill loan or those made in conjunction with FHA loans (see story at top of this column).

# THE BULLETIN BOARD

## Hotel Reservation Desks Set Up for Personnel on Travel Orders and Leave

Hotel reservation desks to take care of naval personnel have been established in Chicago, New York, Philadelphia, San Francisco and Washington, D. C.

By arrangement with hotel associations, a number of rooms are made available daily in these cities for naval personnel. It has been requested that personnel avail themselves of the facilities of these agencies and make reservations through them. The Washington, D. C., desk is also able to obtain reservations in other cities for naval personnel traveling on orders or on leave. This out-of-town service is being conducted on an experimental basis at present.

In New York, the activity to contact is the Navy Housing Bureau, 3rd Naval District Headquarters, 90 Church St., phone Rector 2-9100, Ext. 209 or 458; in Philadelphia, 4th Naval District Staff Headquarters, Building No. 4, Navy Yard, phone Dewey 6300, Ext. 2699; in Chicago, Hotel Reservation Desk, 9th Naval District Welfare Office, Room 1025, 333 North Michigan Ave., phone Andover 5130; in San Francisco, the Billeting Assistant, 12th Naval District, 402 Grant Building, 7th and Market Sts., phone Market 3828, Ext. 785 or 566; in Washington, D.C., the Navy Housing Service, Room 2036, Building T-2, Navy Department, phone Republic 7400, Ext. 5271.

In seeking reservations personnel are requested to give the following information by telephone, dispatch or letter:

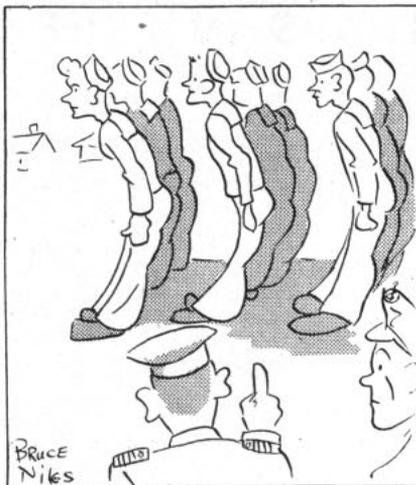
- (a) Date and scheduled hour of arrival;
- (b) Probable length of stay;
- (c) Whether traveling on orders or leave;
- (d) Type of room desired.

In general, priorities will be given as follows:

1. Those on official orders;
2. Those returning from combat areas;
3. Those returning from duty beyond continental limits;
4. Those on leave.

## Personnel of Jewish Faith To Get Passover Supplies

Prayer books for the Seder services and unleavened bread for the eight days of Passover, between sunset on 28 March and sunset on 5 April 1945, will be distributed to naval personnel of the Jewish faith by the National Jewish Welfare Board, under a plan announced by BuPers Circ. Ltr. 7-45 (NDB, 15 Jan. 1945, 45-31). COs will cooperate in the distribution of these supplies to personnel of the Jewish faith under their commands.



Square Knot (NT&DC, Camp Wallace, Tex.)

*"I don't care if they did sleep in hammocks."*

## Commendation Letter To Be Awarded for Suggestions On Improving Efficiency

Letters of commendation, to become a part of an officer's jacket or an enlisted man's service record, will be awarded by the Chief of Naval Personnel to individuals who make suggestions judged to have sufficient value and merit in effecting improvements in the efficiency of personnel administration and accounting procedures.

The directive, BuPers Circ. Ltr. 366-44 (NDB, 15 Dec. 1944, 44-1397), which invites the submission of suggestions, points out that many procedures which are inefficient or time wasting appear to be minor in character, but when considered for the Navy as a whole assume major importance.

Suggestions, which may be sent to the Chief of Naval Personnel (Att: Pers-21511) via official channels, are particularly desired on any of the following general administrative subjects:

- The arrangement, content and/or use of forms.
- The content and value of manuals, instructive materials and reference volumes relating to personnel accounting and practices.
- The clarity and completeness of instructions and directives.
- Apparent duplications of effort in procedures or reports.
- Improvement in standard procedures or methods.
- Standard equipment used in connection with personnel accounting.

So that fullest use may be made of the experience of all hands, COs are urged by the directive to assist individuals in preparing suggestions for submission to BuPers.

## Eligibility Requirements Changed for Membership in Military Order of Carabao

The Military Order of the Carabao, with headquarters in Washington, D. C., has recently amended its constitution to extend eligibility for membership to commissioned officers of all services now serving or who have served west of the International Date Line in the South Pacific where such duty is considered part of present operations to liberate the Philippines.

The organization dates from the early days of the acquisition of the Philippines by the U. S. It is purely a social organization for the purpose of perpetuating friendships made while serving the country in the Philippines.

Commissioned officers who have participated in land, sea or air operations in and around the immediate islands constituting the Philippine group will be eligible to join as "Veteran Carabaos," a class of membership heretofore reserved only for those who had served in the islands between 1 May 1898 and 4 July 1913.

Commissioned officers who have served west of the International Date Line and incident to the liberation of the archipelago, may join as "Amphibious Carabao," a membership recently created by the amendment to the constitution.

Other membership groups are: "Companero Carabaos," for those who served in the Philippines between 4 July 1913 and 6 Dec 1941; "Associate Carabaos," for accredited war correspondents with any of the forces engaged in liberating the islands (also conferred by the Order upon any male person who has rendered distinguished and valuable service to the nation); "Ternero Carabaos," for members' sons over 21 (if no son, eligibility passes on to nephew); and "Honorary Carabaos," for former and present Presidents of the U. S. and Governors General of the Philippines.

Interested personnel may write to the Military Order of the Carabao, 735 Woodward Building, Washington 5, D. C.



Chaser (NTC, Miami, Fla.)

# THE BULLETIN BOARD

## THE MONTH'S ALNAVS IN BRIEF

No. 225 — Announces incorporation of Subordinate Command Service Force Pacific Fleet into staff of Commander Western Sea Frontier, with resulting changes to be observed in handling of mail and dispatches.

Nos. 226, 227, 228—Contain Christmas greetings to armed forces.

No. 229—Directs ships' service activities afloat and ashore outside continental U. S. to obtain certain imported and rationed resale items through BuS&A effective 1 Jan. 1945.

No. 230—Calls for immediate forwarding of applications for flight training of enlisted men qualified in accordance with BuPers Circ. Ltr. 138-44 (NDB, 15 May 1944, 44-573); states that graduates of combat aircrewmen training and/or fleet-designated combat aircrewmen may apply while on temporary duty status and be transferred by selecting commands, without further authority, to fill assigned quotas.

No. 231—Deals with issuance of human plasma and serum albumin to ships, fleet marine force and activities outside continental U. S.

No. 232—Provides that Army personnel entitled to payment of expenses for travel aboard naval ships shall have mess bills paid under appropriation Pay Subsistence and Transportation Navy Subhead 12 instead of Naval Working Fund.

No. 233—Announces appointment of certain medical officers on active list of regular Navy and Naval Reserve, by name, to the grade of surgeon with the rank of lieutenant commander.

1945

No. 1—Announces appointment to next higher rank, to rank from 1 Jan. 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy

whose dates of rank are within 2 Sept. 1943 and 1 Oct. 1943 inclusive, and of those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period; also provides that Naval Reserve officers originally commissioned in A-V(N) classification who meet eligibility requirements of continuous active duty specified in this Alnav shall not consider such continuous active duty as having been interrupted by inactive duty (not in excess of one day) occasioned solely for purpose of effecting change in classification.

No. 2—Announces appointment to chief warrant rank for temporary service, to rank from 1 Jan. 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period of 2 Sept. 1943 to 1 Oct. 1943 inclusive, and of those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 3—States that provisions of Alnav 208-44 (NDB, 30 Nov. 1944, 44-1311) on handling of beer and ale shall not apply to naval hospitals or on naval hospital reservations.

No. 4—States that orders to officers involving travel via air wholly outside of U. S. should not stipulate "per diem while in air travel status" nor refer to Alnav 166 (which defined air-travel status).

No. 5—Provides for submission to BuMed of finger impressions to facilitate identification of unknown bodies.

No. 6—Calls attention to inadequacy of pipe couplings on some CO2 fire extinguishers, Stock No. 58-E-194, and directs immediate replacement.

No. 7—Directs forwarding personnel effects, including valuables, of deceased and missing personnel of Navy to OinC Naval Unit Personal Effects Distribution Center, Naval Supply Depot, Clearfield, Utah, from Pacific area and to OinC Naval Supply Depot, Scotia, N. Y., from Atlantic area; directs that such effects should not be forwarded to BuPers.

No. 8—Calls for applications by 1 June 1945 from Marine Corps Reserve aviators for transfer to regular Marine Corps during 1945. Candidates must have been less than 25 years of age upon completion of aviation cadet training and have prospects of completing by 30 June 1945 not less than 18 months continuous active service following completion of duty as aviation cadet. Officers who previously applied but were not selected must re-apply.

No. 9—Changes definition of travel status in Article 2501 (c)(1)(c) of

Navy Travel Instructions to provide that officers or enlisted personnel of or under training for NATS are not in travel status while on duty or training involving flying away from their permanent station.

No. 10—Establishes sources from which activities are to be furnished Identification Discharge Certificates for use in obtaining reduced one-way fares on buses and railroads upon discharge, release or retirement.

No. 11—Cancels BuPers Basegram 302005, June 1942, which authorized advancement of qualified men to sonarman and radarman third class without regard to vacancies in complement, authorized advancement to sonarman and radarman second class of qualified operators to fill vacancies in complement and authorized advancement of qualified sonar school graduates to sonarman third class upon graduation.

No. 12—States that resignations of members of regular and reserve Navy Nurse Corps will not be accepted and discharge accomplished solely because of marriage (see p. 72).

No. 13—Calls attention to regulations forbidding the quoting, verbatim, in unclassified orders portions of classified dispatches.

No. 14—Deals with payment of uniform gratuity (see page 75).

No. 15—States that pay accounts of Marine Corps personnel shall not be reported on Navy payroll and money list and gives instructions for handling them.

### Rental-Allowance Rules Clarified for Officers Without Dependents

The U. S. Comptroller General has recently held that an officer without dependents on permanent or temporary duty at any station within or without the continental U. S., is on field duty and not entitled to rental allowance unless his orders specifically say that he was necessarily required to procure quarters at his own expense. The statement that no public quarters are available is not sufficient to entitle him to the allowance.

To eliminate any possible doubt as to entitlement to rental allowance where no Government quarters are available and conditions are such as to require an officer to secure quarters at his own expense, COs have therefore been advised by BuS&A ltr. dated 21 Dec. 1944 (NDB, 15 Jan. 1945, 45-45) to include the following recommended statement in the endorsement of such orders:

"No public quarters were available and none were assigned to you from (date) to (date), and during this period you were necessarily required to procure quarters at your own expense."



Ramp-Age (ATB, Coronado, Calif.)

"Hey, Morrissey, are you sure you gave me the right message?"

# THE BULLETIN BOARD

## Changes Made in Wave Uniform Regulations

The following changes in Wave uniform regulations have recently been approved:

- Wearing of gilt buttons, instead of blue plastic buttons, by CPOs on blue and white service jackets.
- Removal of blue service jacket indoors by officers and enlisted women, when authorized by the CO.
- Wearing of rating badge and seaman markings on the short-sleeved white shirt.
- Omission of tie when authorized by CO, within station limits and only when the jacket is removed.
- Optional use of black handbag shoulder strap when the gray working uniform is prescribed.

These changes, contained in a letter from the Chief of Naval Personnel, dated 28 Dec. 1944, to all naval activities in the U. S. and Commandant, 14th Naval District, are to be incorporated in change No. 6 of Uniform Regs, Women's Reserve, USNR. The regulation providing for gilt buttons for CPOs is made effective by the letter. The others go into effect upon issuance of change No. 6.

## 12-Gauge Shotgun Shells Available for Recreation

By arrangement of BuPers with BuOrd, 12-gauge shotgun shells No. 4 and No. 6 chilled shot are now available to ships and stations for recreational purposes. Procedure for obtaining them was announced by BuPers Circ. Ltr. 392-44 (NDB, 31 Dec., 44-1465).

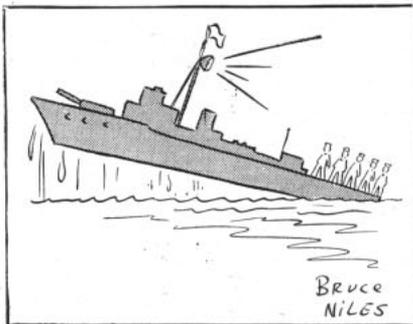
Distribution will be handled entirely by BuPers, and all orders must be forwarded by the CO to the Chief of Naval Personnel. Ships and outlying or isolated bases will be given first call on the limited supply of the shells wherever possible, after which orders from other naval activities will be filled. COs are requested to limit their orders to 50 shells per interested man per quarter.

Price is 60¢ per box of 25. Payment may be made from funds allocated under the appropriation, "Welfare and Recreation, Navy," from funds available from non-appropriated ship or station welfare funds.

Since the shells require special packing and shipping, ample time should be allowed for delivery, and all orders should be placed well in advance.

## Certain Cases with History Of Syphilis May Apply For Government Insurance

Revising its previous policy, the Veterans Administration will now, in certain cases, accept applications for Government insurance where evidence



Square Knot (NT&DC, Camp Wallace, Tex.)

"Belay that order to muster on the fantail."

shows syphilis has at one time been diagnosed. Granting of insurance will depend upon individual case history and the amount and type of treatment accorded.

In a letter to Secretary of the Navy Forrestal, in which the revised policy was made known, Brig. Gen. Frank T. Hines, Administrator of Veterans Affairs, advised that applications should be made on Form 350a, which should be returned to the Veterans Administration, Washington 25, D. C.

If a new application is completed, a new allotment should be registered with the officer having custody of the pay accounts to provide for payment of premiums. The month of first payment of the allotment must be the month prior to effective date, since premiums are paid in advance. Thus, if allotment is deducted in February, policy becomes effective in March.

All individuals whose applications had been rejected will be notified.

## Quarterly Statement Shows Financial Aid Given to Ship's Service Activities

Principal use of the Ship's Service Contingent Fund since its establishment in April 1944 has been lending money to new ship's service activities, chiefly afloat, according to the regular quarterly report submitted last month to the Chief of Naval Personnel by the senior administrator of the fund.

The fund was established by BuPers Circ. Ltr. 117-44 (NDB, 30 April 1944, 44-498) as a means of protecting commanding officers and the Navy against financial difficulties arising out of liquidation of ship's service activities ashore and afloat, and to provide for aid and assistance generally to ship's service activities.

Receipts consist of money left upon liquidation of ship's service departments ashore and of remittances based on a percentage figure of total monthly gross sales from individual ship's service departments. The percentage remittances, however, have been temporarily suspended following

those based on December 1944 sales.

The complete report for 1 April through 31 December 1944 follows:

RECEIPTS	
Assessments and Residual Funds Received .....	\$1,747,243.58
Repayments on Loans Advanced .....	63,804.47
Interest Received on Investments .....	12.50
<b>Total Receipts</b> .....	<b>\$1,811,060.55</b>

DISBURSEMENTS	
Loans Extended—	
To Ships and Fleet Commands (Ship's Service Departments) .....	\$308,445.35
To Shore Stations (Ship's Service Departments) ..	80,650.00
Bank Exchange Charges & Box Rental .....	365.60
Expense in connection with Ship's Service Representative, Army Exchange Service, New York .....	2,606.61
Premiums for Fidelity Bonds on Administrators .....	150.00
Payments to Creditors of Liquidated Ship's Service Departments .....	241.69
<b>Total Disbursements</b> .....	<b>\$392,459.25</b>

Cash and Investments in U. S. Securities on hand 31 Dec. 1944 .....	\$1,418,601.30
<b>Balance Sheet—31 December 1944</b>	

ASSETS	
Cash and Investments in U. S. Securities .....	\$1,418,601.30
Loans Outstanding .....	\$325,290.88
Less Loan Remitted (Casualty of War) .....	800.00
<b>Net Loans Outstanding</b> .....	<b>324,490.88</b>
<b>Total Assets</b> .....	<b>\$1,743,092.18</b>

LIABILITIES	
Surplus (Reserve for the Purpose of the Fund) .....	\$1,743,092.18

In the event of dissolution of the Fund, remaining assets will be distributed pro rata to beneficiaries designated by the contributors.

Verified by the Auditing Board and Found Correct. (Signed) R. A. KOCH, Capt., USN (Ret); H. T. HEALY, Lt. Cdr., USNR; C. J. WALTERS, Lt. Cdr. (SC), USNR.

(Signed) T. J. O'BRIEN, Capt., USN, Director of Welfare Bureau of Naval Personnel, Senior Administrator, Ship's Service Contingent Fund, 15 January 1945





## THIS MONTH'S COVERS

Gathering in their ready room aboard a Navy carrier following a strike at Manila Bay, aircrewmembers trade stories of kills, near-misses and lucky misses. **INSIDE FRONT COVER:** White foam swirls across the deck of an Iowa class battleship as it moves with other ships (including Essex class carrier at left) of a Navy task force across the Pacific on a war mission (Official U. S. Navy photographs). **OPPOSITE PAGE:** Filipino natives, paddling out in their "banca boats" (out-rigger canoes), greet an arriving LST. Poorly clad and undernourished from nearly three years of Jap domination, these people, rejoicing in their new freedom, warmly welcome each new-coming American ship, offering gifts to crewmen and clamoring their willingness to barter (Official U. S. Coast Guard photograph).

## DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 70.

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THE INFORMATION BULLETIN IS FOR

# ALL HANDS

... PASS THIS ONE ALONG AFTER YOU HAVE READ IT



# Careful, Mac!

THAT RIGHT-HAND  
ROAD HAS SOME  
NASTY DETOURS!

