

BUREAU OF

JUNE 1944

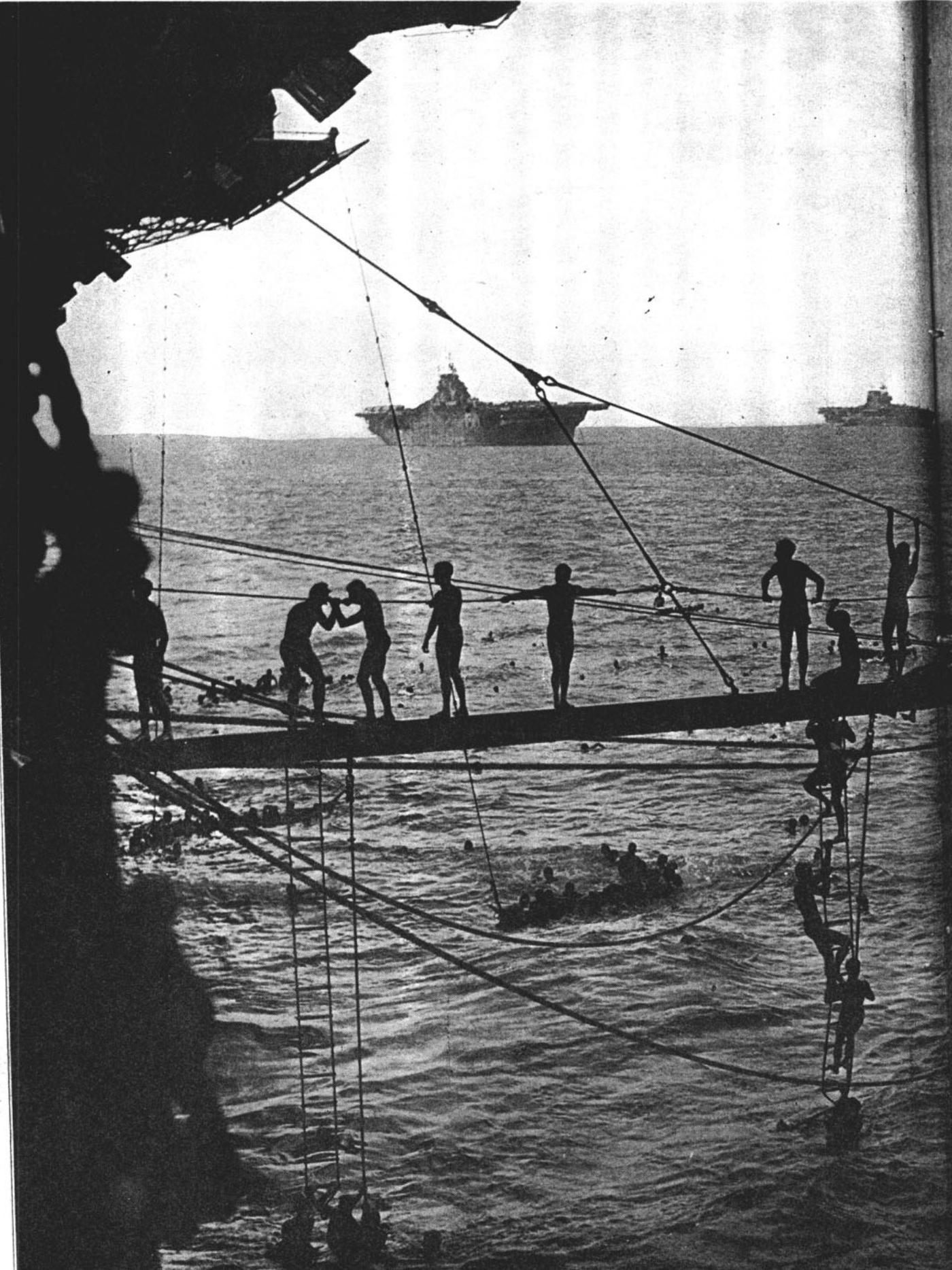
NAVAL PERSONNEL

INFORMATION BULLETIN

NAVPER-0



FRANK KNOX, Secretary of the Navy 1940-44



THE NEW SWIMMIN' HOLE

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

JUNE 1944

NUMBER 327

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

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

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**PASS THIS COPY ALONG
AFTER YOU HAVE READ IT**





GUARD OF HONOR: A sailor and a marine stand guard at the flower-banked coffin of the late Secretary Knox in Mount Pleasant Congregational Church, Washington, D. C.



Official U. S. Navy photographs
HONORARY PALLBEARERS* are shown at the church, where the funeral service was held 1 May preceding burial.

THE NAVY LOSES A LEADER

Early in the afternoon of 28 April 1944 radio messages to all Navy ships and stations carried the news of the death at 1308 in Washington of Secretary of the Navy Frank Knox. Death came virtually without warning to the veteran soldier before he could witness the ultimate victory which only recently he had so confidently predicted.

Colonel Knox, who fought as a private at San Juan Hill with Theodore

Roosevelt in 1898 and who was in the bloody hell of St. Mihiel and Meuse-Argonne in 1917, was named Secretary of the Navy in 1940. In the subsequent four years as its civilian head, he supervised the naval expansion program, saw the Navy fight back from the bitter defeats of the first months of actual war, and led it to its present power as the mightiest sea force in history.

William Franklin Knox was born 1

January 1874 in Boston, Mass. His youth was typical of many self-made men. He worked first as a newspaper delivery boy, as a \$2-a-week grocery clerk and at other small jobs. Determined to educate himself, he entered and worked his way through Alma College at Alma, Mich.

He was graduated in 1898, barely in time to enlist in the famed "Rough Riders" which Col. Theodore Roosevelt was then recruiting for service in the Spanish-American war.

A rugged redhead of 24, the young Knox followed Roosevelt through the Cuban campaign. The two men formed a fast friendship which was to carry on for many years. Knox's advice and support of Col. Theodore Roosevelt ultimately played a vital part in shaping the latter's political philosophy and career.

When only 27, he borrowed money from an employer with which to found the Sault Ste. Marie (Mich.) Daily News. With his first newspaper he embarked on a series of crusades which were to be characteristic of his newspaper career. Displaying physical as well as mental courage, his first crusade eventually cleared the Upper Peninsula of Michigan of many political and economic evils.

In 1912 he was a co-founder of the Manchester Leader in Manchester,

Tribute to Frank Knox

The following is the statement of Admiral Ernest J. King, USN, Cominch and Chief of Naval Operations:

The nation has lost a great patriot, the Navy a great leader.

From the day Frank Knox became Secretary of the Navy he contributed without stint, of his vision, of his enthusiasm, of his judgment, and of his fighting spirit, to prepare the Navy and the country for what few men saw more clearly than he, that America was about to be put to the test.

The Navy will long remember his strength and confidence during the critical days of the war; and his driving force, his foresight and his wisdom during the better days that have followed. But most of all, we shall remember his deep devotion and utter loyalty to his Navy and his country. His leadership will ever serve as an inspiration to the nation's men and women, in and out of uniform.

He understood the Navy, not only its problems, its achievements, and its personnel, but its shortcomings. He leaves us secure in the knowledge that his energy and farsighted vision have been responsible, in great measure, that we are so far advanced on the road to victory.

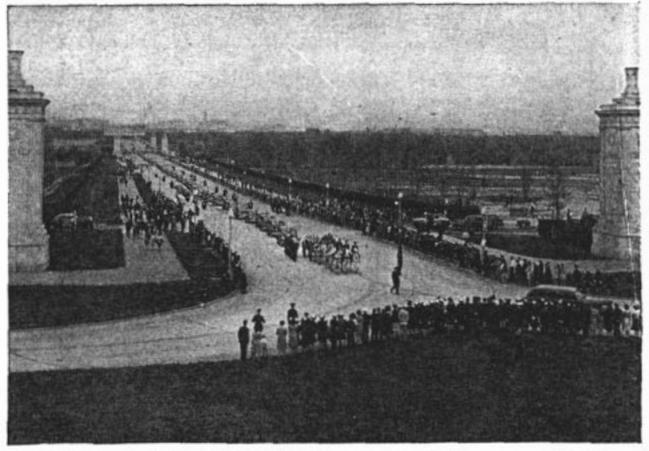
Of all his great qualities, I should place first his stout and valiant heart. He was a strong and fearless fighter, and he always fought fairly and resolutely for his convictions. Throughout the war he has been a stout reliance to all those charged with the conduct of military operations. He has given strength to our Army and Navy wherever they fight. He has given inspiration to our country at home, and to our allies abroad.

Every man and woman in the Navy, Marine Corps, and Coast Guard will sorely miss him. All hands bow our heads in deep esteem and heartfelt sorrow. He has given his life for his country. We say to him, "Well done, Frank Knox." We dedicate ourselves, one and all, to what would surely have been his last order—"Carry on".

* Left to right in foreground: James Forrestal, then Acting Secretary of the Navy, and Artemus L. Gates, Assistant Secretary for Air; next behind them: Ralph A. Bard, Assistant Secretary, and Admiral Ernest J. King, USN; near center of steps: Vice Admiral Randall Jacobs, USN, Vice Admiral F. J. Horne, USN, Vice Admiral R. R. Waesche, USCG, Lt. Gen. A. A. Vandegrift, USMC, and Vice Admiral R. S. Edwards, USN; at top of steps: Rear Admiral E. L. Cochrane, USN, Rear Admiral W. J. Carter (SC), USN, Vice Admiral Ben Moreell (CEC), USN, Rear Admiral G. F. Hussey Jr., USN, Rear Admiral D. C. Ramsey, USN, Rear Admiral T. L. Gatch, USN, and Vice Admiral Ross T. McIntire (MC), USN.



NAVY DEPARTMENT personnel line *Constitution Avenue* as flag-draped coffin passes slowly by on Army artillery caisson drawn by seven white horses.



FUNERAL PROCESSION enters Arlington National Cemetery, across the Potomac from Washington, seen dimly in background.

N. H., and later obtained control of the Manchester Union.

Mr. Knox was 43 years old when America entered the first World War but he immediately left his business properties to enlist in the First New Hampshire Infantry. He was assigned to officers' training, commissioned Captain and went overseas with the 78th Division.

Promoted to the rank of major, he transferred to the 153d Artillery and with that unit fought through the bloody battles of St. Mihiel and Meuse-Argonne. He was mustered out of the Army in 1919 with the rank of Lieutenant Colonel. After holding a reserve commission for several years, he was retired as colonel of the 365th Field Artillery Reserve.

After the war, Col. Knox returned to his newspapers and growing participation in politics. He became general manager of the vast Hearst newspaper chain in 1927 and headed state Republican delegations and worked actively in party councils. In 1931 he severed his connection with the Hearst papers and bought the Chicago Daily News, from which he was on leave of absence since accepting the Navy post. In 1936 Col. Knox was the unsuccessful

candidate for Vice President of the United States on the Republican ticket.

Secretary Knox was a firm advocate of compulsory military training in peacetime as insurance against future wars and he advocated a strong two-ocean Navy long before he accepted responsibility for his belief. He urged physical training in public schools and lent his full support to the physical training and fitness programs which are currently a part of Navy routine.

Although 66 years old when he first became Secretary, Col. Knox lived up to his own teachings with amazing energy and vitality. He was out of bed at 6.30 every morning for an hour's walk and persistently went through setting up exercises and massage before breakfast. For years he had a standing offer of a suit of clothes to any of his newspaper associates who would follow his own exercise routine for 30 days. Only one suit was ever claimed.

On many occasions Col. Knox flew to war fronts to inspect Navy ships and shore establishments. He traveled to London, Italy and North Africa to see the war at first hand

and confer with Allied and Government military heads actually on the battle sites.

He also flew to naval bases in the Caribbean and to Pearl Harbor on several occasions.

In the early days of the United States offensive in the South Pacific, he toured the Navy front lines in those areas and underwent enemy bombings on several occasions.

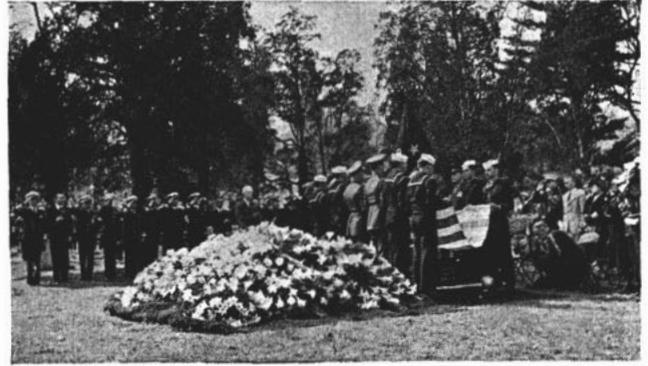
In his first months as Secretary, before war actually arrived, he was a strong backer of the Selective Service Act and sought tirelessly to convince the nation of its imminent danger. He called up naval and marine reserves as fast as they could be assimilated and supported unlimited aid to Britain.

The attack on Pearl Harbor came as a shock to Secretary Knox as it did to millions of other Americans, but his reaction was characteristic and prompt. At 7 a.m. on 8 December 1941 he boarded a plane at Washington and flew to the scene of the attack to estimate damage.

A week later he reported to the President. The next day he summoned the press to his office and issued a frank appraisal of our losses.



MILITARY ESCORT leads procession through cemetery. In foreground: Rear Admiral Louis E. Denfeld, USN, escort commander, and members of his staff.



COMMITTAL services are conducted at the grave. Kneeling at right are Mrs. Knox and Capt. Lyman S. Perry, USN, aide to the late Secretary.

Official U. S. Navy photographs

Throughout his tenure of office Col. Knox dealt frankly with unfavorable aspects of naval operations through the months of early and costly defeats.

The heart attack which ended Col. Knox's service to the Navy was one of only three illnesses which ever succeeded in forcing him to a sickbed. The first of a series of heart attacks had occurred several days previously while he was attending the funeral of a publishing partner in New Hampshire. Typically, he chose to treat his illness lightly until his doctors insisted upon at least a brief rest.

Mrs. Knox, the former Annie Reid, was in attendance when he died as were Assistant Secretary of the Navy and Mrs. Ralph Bard and other Navy and business associates.

Funeral services were held in the Mount Pleasant Congregational Church, Washington, at 1400, 1 May, while Navy Department personnel attended simultaneous memorial services at the east end of the Reflecting Pool at the Lincoln Memorial, Washington, and at the Navy Arlington Annex. Messages of condolence were received from the President, who was unable to attend the burial service, and

from Col. Knox's business and Navy associates, as well as leaders of Allied nations.

The military procession for the funeral completed formation at 1510 with the arrival of the hearse, honorary pallbearers, body bearers and retinue at Constitution Avenue.

Transferral of the casket from the hearse to an Army caisson drawn by seven white horses was accomplished immediately while the Navy Band rendered four ruffles and four flourishes, and all military personnel stood at attention.

With Rear Admiral Louis E. Denfeld, USN, as Escort Commander, the procession slowly filed past the Navy buildings where for four years the Secretary had served his country so unswervingly and well.

Honorary pallbearers included the Acting Secretary, James Forrestal; the Assistant Secretary, Ralph A. Bard; the Assistant Secretary for Air, Artemus L. Gates; Admiral Ernest J. King, USN; Vice Admiral F. J. Horn, USN; Vice Admiral R. S. Edwards, USN; Vice Admiral R. R. Waesche, USCG; Lt. Gen. A. A. Vandegrift, USMC; Vice Admiral Randall Jacobs, USN; Vice Admiral

Ross T. McIntire, (MC) USN; Vice Admiral Ben Moreell, (CEC) USN; Rear Admiral D. C. Ramsey, USN; Rear Admiral W. J. Carter (SC) USN; Rear Admiral T. L. Gatch, USN; Rear Admiral E. L. Cochrane, USN, and Rear Admiral G. F. Hussey Jr., USN.

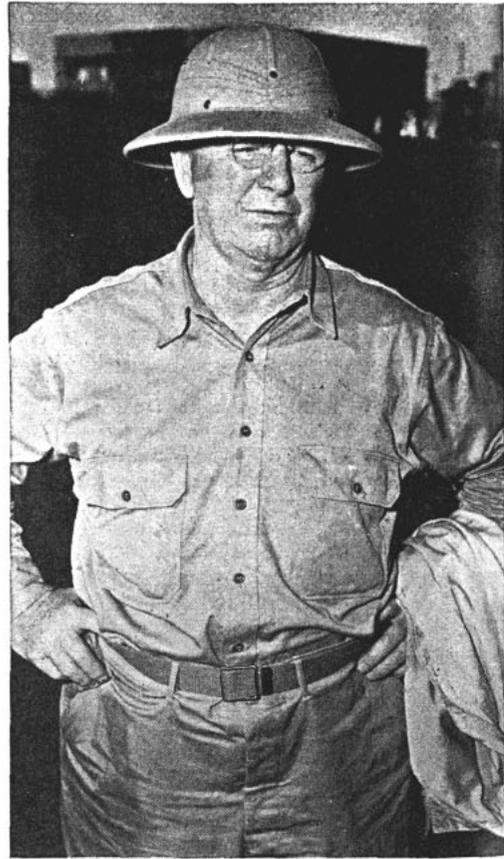
Every branch of the naval service was represented in the cortege which passed slowly out of Washington and on to the Arlington National Cemetery.

A guard of honor consisting of four Navy bluejackets, four Marines and four Coast Guard bluejackets marched beside the caisson.

At the National Cemetery, burial services were conducted by Capt. S. W. Salisbury, (ChC) USN.

Among the hundreds of tributes and condolences which poured in from Allied leaders, his former military associates, and prominent Americans, were these words (published in full on page 2) by Admiral Ernest J. King, Commander in Chief U. S. Fleet. Said Cominch:

"Well done, Frank Knox. We dedicate ourselves, one and all, to what would surely have been his last order —'Carry on'."



Photographs from Chicago Daily News

Official U. S. Navy photograph

FRANK KNOX IN THREE WARS: He started as a private (left) in Theodore Roosevelt's Rough Riders in the Spanish-American War. In World War I, he enlisted again as a private, rose to the rank of lieutenant-colonel (center picture shows him as a major). He became SecNav after World War II had

already begun in Europe; seeing clearly that it would engulf the United States, he worked ceaselessly to prepare for it and, when it came, to prosecute it. Picture at right shows him at Pearl Harbor on one of his many inspection trips to the fighting zones; he believed in finding out first hand.

James Forrestal Named New SecNav

As UnderSecNav, He Supervised Expansion Of Navy Since 1940

James Forrestal, 52, who entered the Navy in 1917 as a seaman second class and became Under Secretary of the Navy in 1940, was nominated Secretary of the Navy by President Roosevelt on 10 May 1944 to succeed the late Col. Frank Knox. The Senate confirmed the appointment on 17 May.

Mr. Forrestal officially became the 48th Secretary of the Navy at 0900 on 19 May when Rear Admiral Thomas L. Gatch, USN, Judge Advocate General of the Navy, administered the oath at ceremonies in the office of the Secretary. Although he is the 48th Secretary of the Navy, Mr. Forrestal is actually the 47th person to hold the office. John Y. Mason was appointed to two separate terms, 1844-45 and 1846-49.

For four years the "right hand man" to the late Secretary Knox, Mr. Forrestal as Under Secretary supervised the procurement of ships and munitions for the expansion program which was to build the Navy to its mightiest strength in history. A former top-flight business executive, he had retired from private pursuits to accept a confidential position as wartime assistant to the President.

The new Secretary was born 15 February 1892 in Beacon, Dutchess County, New York. He attended local public schools and completed one year at Dartmouth before transferring to Princeton, where he was a member of the class of 1915.

In college he took an active part in sports, notably boxing, and edited the undergraduate paper, the Daily Princetonian. Like Secretary Knox, he was a working newspaperman in his youth, reporting for papers in Poughkeepsie, Beacon and Mount Vernon, N. Y.

After graduation he ultimately joined the investment firm of Dillon Read and Company, New York, and was selling bonds for that banking house when America entered the first world war.

Mr. Forrestal enlisted in the Naval Reserve 5 July 1917 as seaman 2c. He was soon transferred to Toronto, Canada, for flight training with the Royal Flying Corps. He was commissioned ensign and assigned to recruiting work at Boston.

Later, he was transferred to duty with the Office of Naval Operations at Washington, D. C., and while on duty there completed his flight training and was designated naval aviator.

In June 1918 he was promoted to



Official U. S. Navy photograph

James Forrestal

lieutenant (jg) and was released from active duty the following December. He resigned from the naval service in December 1919 with the rank of lieutenant and returned to civil life and to the employ of his old firm, Dillon Read and Co.

Successful in financial work, he became president of that firm in 1931. But war again threatened and he once more put business behind him to enter the government as assistant to President Roosevelt.

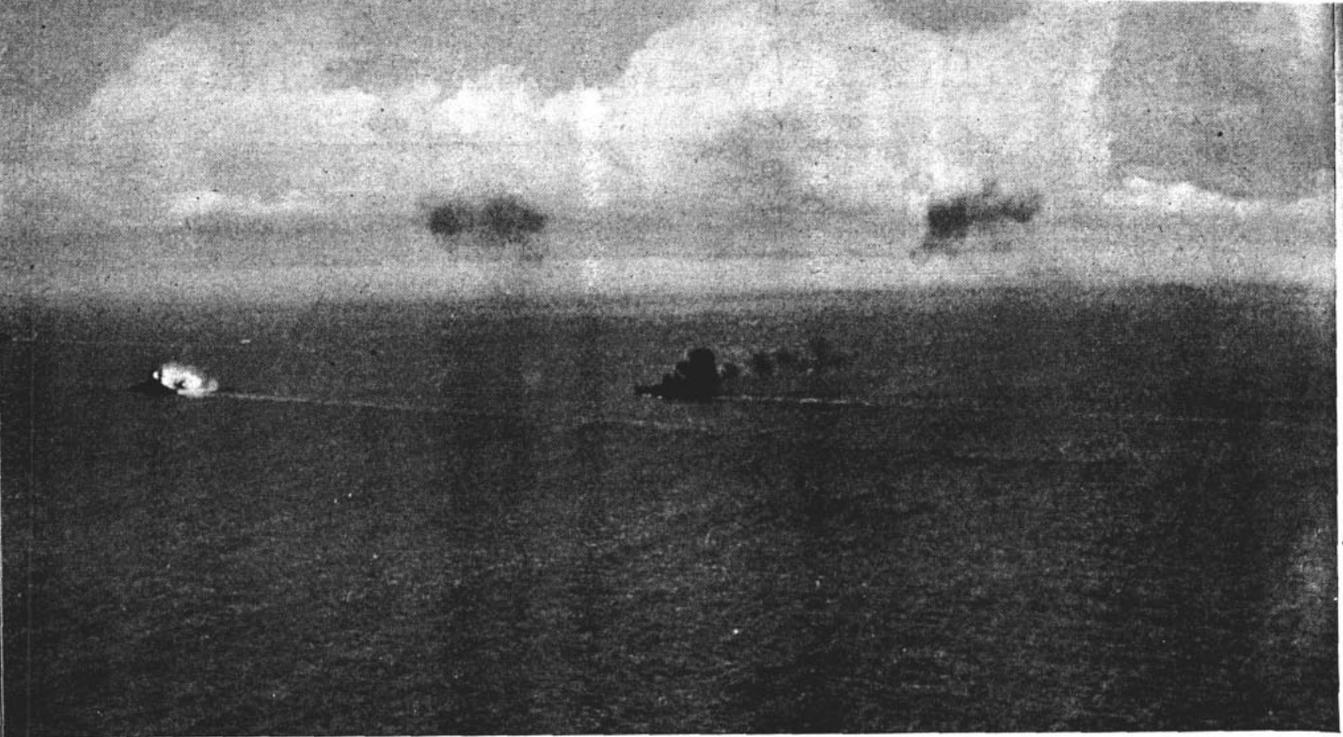
He was named Under Secretary of the Navy when Congress created that post and he took office 22 August 1940.

As Under Secretary he was next-in-command to Col. Knox during the pre-

war and war periods when the Navy grew from 200,000 to more than 3,000,000 men and the strength of its fighting ships increased from that of a one-ocean to a seven-ocean Navy. One of his first official acts was to sign the contracts let under the two-ocean authorization law. As Under Secretary he was also Acting Secretary in Col. Knox's absences.

Repeatedly described as one of the busiest men in the Government, Secretary Forrestal was charged with procurement for the growing Navy. Most recently he has been engaged in a drive, which included flying trips to seven shipyards, to speed production

(Continued on Page 51)



Guns belching smoke and flame, Navy task force blasts Kavieng in 3½-hour "diversion" attack.

BB-Amphib Teamwork Wins Emirau . . .

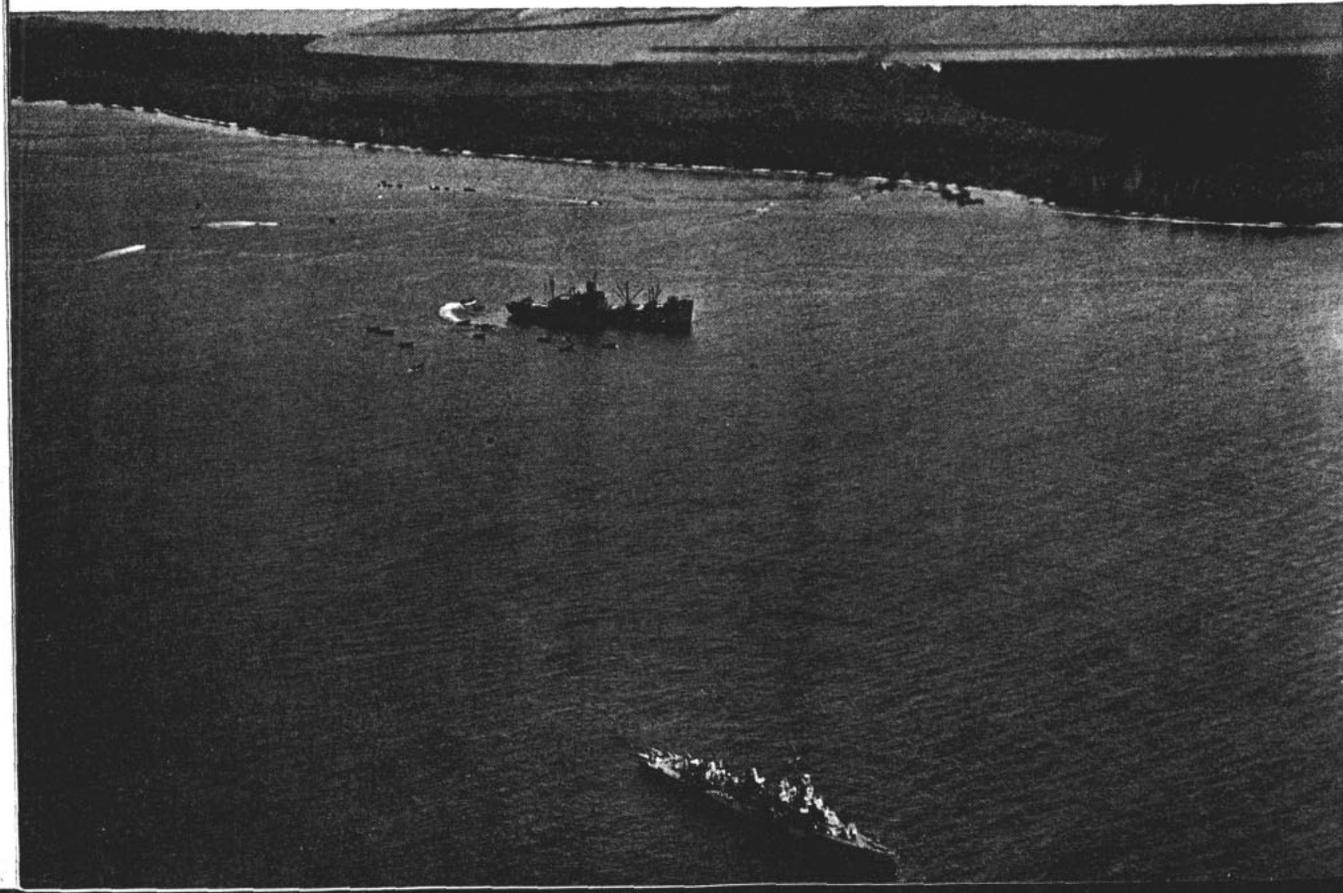
Battleships and amphibious forces, operating many miles apart, combined to bring about the swift capture on 20 March of Emirau Islands, within 600 miles of Truk.

While BBs diverted enemy attention with a terrific 1000-ton bombardment of Kavieng, Jap stronghold far to the southeast, Marine raider forces swept ashore at Emirau.

Possession of the eight-by-five mile island cleared the way for surface ships to move around the Bismarcks freely, and also trapped Jap forces remaining in the Bismarcks and Solomons. With the Admiralties held to the west, the Solomons in the south and Green Island to the southeast, seizure of Emirau "put the stopper" in the northern end.

Miles away, marines in landing craft hit the beach at Emirau.

Official U. S. Navy photographs





Navy ships and planes provide accurate curtain of fire just ahead of first waves going in against Japs.

... Army-Navy Teamwork Wins Hollandia

Achieving complete surprise, Army and amphibious forces of the Southwest Pacific Command, covered by units of the Pacific Fleet, poured ashore along a 150-mile stretch of northern New Guinea on 22 April, cutting off the Jap 18th Army and jumping 420 nautical miles toward Tokyo. A dramatic example of the "completely integrated plans"

announced by Army-Navy commands in the Pacific, the operation feinted elsewhere, then hit Hollandia and Aitape.

Caught off-balance, the Japs fled, abandoning breakfasts on the beach. Moving quickly inland, the U. S. forces captured the main Jap airfields, 1,110 miles southeast of Davao in the Philippines.

Army troops leap into surf and race ashore at Humboldt Bay.

Official U. S. Navy photographs



Enlisted Promotion Rules Tightened

New Directive Reduces Ratings Open to Advancement in Excess of Complement

Important and far-reaching changes in regulations for advancement and change in rating of naval enlisted personnel are contained in a new directive just issued by BuPers.

In general, the directive authorizes advancements only to fill vacancies in complement, thus reducing substantially the number of ratings open to advancement in excess of complement.

It eliminates the total-service requirement formerly permitted for advancement to pay grades 3 and 2, thereby placing all advancements to petty officer ratings upon a basis of time served in present rate.

The directive modifies the requirements for promotion from CPO(AA) to CPO(PA), making fully qualified CPOs, chief cooks and chief stewards eligible for permanent appointment upon completion of 12 months' continuous active service under an acting appointment.

Other highlights of the directive:

It authorizes changes of specified ratings to certain new ratings, such as Ptr V, Ptr M and SKV, to fill vacancies in complement.

It requires BuPers approval of changes to any specialist rating and advancement to specialist third class. Advancement to specialist ratings above third class may be effected by commanding officers to fill vacancies in complement.

It defines sea duty and other fun-

damental terms, such as advancement in rating, rating group, change in rating and sea service (see box).

It cancels the basic advancement letter, BuPers Circ. Ltr. 110-43, and the open rating letter, BuPers Circ. Ltr. 77-44, and holds in abeyance provisions of the BuPers Manual in conflict with the new directive.

The directive, dated 13 May 1944, is issued as BuPers Circ. Ltr. 134-44 (N.D.B., 15 May 1944, 4-569). It is now or shortly will be available in the executive officer's office or the personnel office of every ship and station. Answers to questions regarding any provision of this directive may be obtained from those sources.

Complements represent total personnel requirements of an activity as well as proper proportions by pay grades and are, therefore, the basic consideration in effecting all advancements. In determining vacancies in complement, each rating group must be considered, as in the following example:

Rate	Complement	On Board	Actual Vacancies	Vacancies for Advancement
CBM	1	2 (1 excess)	-1=A	0
BM1c	3	1	2=B	1 (sum of A and B)
BM2c	4	1	3=C	4 (sum of A, B and C)
Cox	5	4	1=D	5 (sum of A, B, C and D)

In computing number "on board," all personnel permanently attached for duty are to be counted, including retired men, reservists of all classifications and regular Navy personnel. The provisions of Article D-4007, BuPers Manual, will be followed in determining "on board" and "not on board" status of personnel.

Commanding officers are authorized to effect advancements of fully qualified personnel, except Class V-10, to those ratings open to unlimited advancement, without regard to vacancies in complement. Class V-10 personnel will not be advanced to any ratings except S2c and S1c, other than to fill vacancies in complement.

Administrative commands—such as naval districts, air functional training commands and sea frontier, force, type and squadron commanders—are authorized to pool the complements of units under their jurisdiction for the purpose of effecting advancements to fill vacancies in combined complements of their administrative commands, except to those ratings which require BuPers approval (see "Special Instructions for Specific Ratings," page 50). In no cases may complements for construction battalions, intelligence, censorship, public relations, ship repair units, etc., be pooled.

Definitions

Sea Duty, for purposes of advancement in rating, is defined as follows: (1) Duty in vessels prescribed by the Commander-in-Chief, U. S. Fleet, as a part of the organization of the sea-going forces.

(2) Duty beyond the continental limits of the United States.

(3) Duty with the Fleet Marine Force.

(4) Duty as members of Armed Guard crews or communication-liaison personnel aboard merchant vessels.

(5) Duty in sea-going vessels assigned to naval districts which, in the normal performance of duties, operate at sea a major part of the time.

Duty in shore-based fleet activities within the continental limits is not counted as sea duty for advancement purposes except in the cases of personnel who, in the normal performance of duties, are engaged in operations at sea a major part of the time.

Sea pay is not a governing factor in determining whether or not a particular type of duty is considered sea duty for purposes of advancement in rating.

Definitions of other terms commonly used in connection with changes of status of enlisted personnel are as follows:

A **rating group** includes all petty officers in pay grades 1 to 4, inclusive, in a particular rating.

Advancement in rating is an increase in pay grade within a rating group. Example: yeoman third class to yeoman second class.

A **change in rating** is a change from one rating group to another. Example: yeoman third class to storekeeper third class.

Although all changes, advancements and reductions in rating are **changes in status**, the latter term is normally applied to changes from CPO, acting appointment, to permanent appointment.

Advancements for meritorious conduct in action still may be effected only by flag officers as authorized by Alnav 163 of December 1941.

Survivors of vessels lost in action who are awaiting assignment; men in temporary duty status, in schools under instruction except Class A schools and in receiving ships and stations awaiting assignment or transfer; and personnel serving in activities not having a regular assigned complement may, if in all respects qualified, be advanced to ratings declared open to unlimited advancement ashore. Separate instructions have been issued to Class A schools (see page 50).

Men hospitalized as a result of enemy action, and who were in all respects qualified for advancement at the time, may be advanced by commanding officers of hospitals or hospital ships upon recommendation of the commanding officer of the command from which transferred. When recommendation from the former commanding officer is impracticable, deserving cases may be referred to BuPers.

Advancement of air bombers may be effected when they become in all respects fully qualified for their next higher ratings. Air bombers are carried as such, rather than in their in-

Ratings Open to Advancement in Excess of Complement

Advancements in excess of complement are authorized only in cases of qualified general service candidates, exclusive of V-10 personnel, except as noted: Construction Battalion, Ship Repair, Intelligence, Censorship, Public Relations, Security and Communication Security personnel.

The following ratings are open to advancement in excess of complement of all eligible, fully qualified candidates in general service: *S2c, *S1c, F2c, F1c, StM2c, StM1c, **ART2c, **ART1c, **ACRT, **RT2c, **RT1c.

*Also open to advancement in excess of complement of Class V-10 personnel.

** Open for advancement in excess of complement of advanced radio materiel school graduates only.

The following ratings are open to advancement in excess of complement of all eligible, fully qualified candidates in general service who are serving in a sea-duty status: Cox, BM2c, BM1c, CBM, QM3c, QM2c, QM1c, CQM, FC3c, FC2c, FC1c, CRT, RdM3c, RdM2c, RdM1c, Y3c, Y2c, Y1c, CY, CCS, St2c, St1c, Ck2c, Ck1c.

The authority contained in an enclosure to the new directive to effect advancements in excess of complement is not to be construed as permitting any waiver of other requirements prescribed by the new directive and its enclosures.

dividual ratings, in the complement of units to which assigned and, therefore, do not affect the status of vacancies in their particular ratings.

By BuPers Circular Letter No. 11-42, commanding officers were authorized to effect changes in status from acting to permanent appointment in the cases of fully qualified chief petty officers, chief cooks and chief stewards. The eligibility requirements for such changes have been revised as shown in "Service, Sea-Duty and Marks Requirements," (see at right).

Bureau authority is required for all changes from one rating group to another, except as provided for by Article D-5114, BuPers Manual, and by current circular letters or other directives which may be published from time to time. Commanding officers are authorized by the new directive to effect changes of rating within the same pay grades of qualified personnel as indicated below. Class V-10 personnel are eligible for changes only to those ratings marked by an asterisk.

• From machinist's mate to motor machinist's mate:

- (1) Upon graduation from Diesel or other internal-combustion engine service schools.
- (2) If serving in motor machinist's mate billets in vessels to fill vacancies in complement.

• To fill vacancies in complement:

From	To
Ptr	PtrV
SK	SKV*
Prtr	PrtrM*
Various	AR

• To fill vacancies in complement, effective upon receipt of the qualifications for rates concerned:

From	To
TM	TME
SK	SKD*
SK	SKT*
Prtr	PrtrL*

Reductions in rating for lack of proficiency are to be effected under the provisions of Article D-5113(3) of BuPers Manual. The new directive invites attention to the fact that reductions effected by commanding officers, for lack of proficiency must be substan-

Service, Sea-Duty and Marks Requirements

Rating	Present Pay Grade	MARKS REQUIREMENTS	
		Proficiency in Rating	Conduct
Pay Grade 6	No specified time.	None	None
Pay Grade 5	No specified time.	Above 3.0 for 3 mos.	4.0 for 3 mos.
Pay Grade 4	No specified time.	Above 3.0 for 3 mos.	4.0 for 3 mos.
Pay Grade 3	6 mos. [in pay grade 4] (½ service may be waived for outstanding personnel).	Above 3.0 for 3 mos.	4.0 for 3 mos.
Pay Grade 2	9 mos. [in pay grade 3] (½ service may be waived for outstanding personnel).	Average 3.5 or higher for 9 mos.	4.0 for 6 mos. and no mark less than 3.0 for 9 mos.
Pay Grade 1-A	18 mos. (½ service may be waived for outstanding personnel). * Sea duty of at least 6 mos. in pay grades 2 and/or 3, except as noted below.	Average 3.5 or higher for 1 yr.	4.0 for 6 mos. and no mark less than 3.0 for 1 yr.
Pay Grade 1	12 mos. continuous active service in pay grade 1-A.	As prescribed by Art. D-5111 of Bupers Manual.	

NOTES:

1. *Sea duty is not required for:
 - (a) Aviation branch ratings and V-10 personnel.
 - (b) Male specialists, V-4, BMA, cable censor personnel and personnel classified permanently by BuPers as "mobilization ashore" or "limited duty"—but in such cases the prescribed normal period of 18 months' service in pay grade 2 must be completed prior to advancement to pay grade 1-A. (Those who fulfill the sea-duty requirement are eligible for waiver of one-half the normal service in rate requirement.)
2. The sea-duty requirement is modified for advancement to the ratings listed below to the extent that it may be fulfilled by six months' sea duty in pay grades 2 to 4 inclusive:

CY	CMoMM
CSK	CRM
CSKD	CRT
CSKT	CCS
3. Previous active naval service, and sea duty in the required pay grades, may

be counted toward fulfillment of service and sea-duty requirements.

4. The period of time listed under "Marks Requirements" in the table above will be that immediately preceding the date of advancement. In cases where marks for the period required are not entered in service records, the marks that would have been earned to the date of advancement will be considered, with due regard to Article D-8020, BuPers Manual. The conduct marks listed in Paragraph 4 of that article are mandatory as set forth therein and will not be exceeded. Where marks were lowered for reasons of conduct, the date of the offense and not the end of the semi-annual marking period will be used to determine earliest date of eligibility for subsequent advancement.

5. Except for those advanced for meritorious conduct in action and for men hospitalized as a result of enemy action, all personnel must be physically qualified to perform all the duties of their rating in order to be eligible for advancement or change in status to permanent appointment. Men classified "mobilization ashore," "limited duty" and "special assignment" must be physically qualified to perform duties commensurate with their rating in billets to which assigned.

tiated by marks entered in service records. Any mark in proficiency in rating less than 2.5 for a 3 months' period substantiates reduction in rating. Marks for quarters between semi-annual marking periods may be entered in service records for purposes of effecting reductions.

Examining boards will be set up under provision of Article D-5105, BuPers Manual. Where practicable, qualifications in certain subjects may be established by observation of the candidate during his performance of assigned duties. Examination may be

either written or oral, except that written examinations are prescribed for chief pharmacist's mate, pharmacist's mate first class, chief aerographer's mate and aerographer's mate first class. No examinations will be required for advancement to seaman, fireman and steward's mate ratings, pay grades 5 and 6, provided the candidate's employment is such as to fit him for the ratings to which advanced, making it possible to determine his qualifications in the requirements of the rating by observation during the course of regular duties.

Special Instructions Applicable to Certain Classifications

None of the provisions contained in the new general directive is applicable to advancement of enlisted personnel of the Naval Reserve in Classes V-5, V-8, V-9 and V-12, inasmuch as personnel so classified are not advanced in rating.

Except for sea duty, Class V-4 personnel will be required to meet the requirements prescribed for general-service personnel, including Art. D-5237, BuPers Manual. The sea-duty requirement is modified as indicated in "Service, Sea-Duty and Marks Requirements," above. Advancement of Class V-4 personnel will not be effected except to fill vacancies in complement.

BuPers Circ. Ltr. 26-42 contains sup-

plementary instructions for advancement in rating and changes from acting appointment to permanent appointment in permanent enlisted status of men holding temporary warrant or commissioned rank. Commanding officers have been directed to insure that changes in status are effected as authorized, and that temporary officers concerned are informed as to the provisions of that letter.

Armed Guard personnel may be advanced in accordance with BuPers ltr. Pers-67-Hn/P17-2, 26 Jan. 1944. Provisions of this letter which conflict with provisions of the aforementioned Armed Guard letter are held in abeyance.

Class V-10 personnel will not be ad-

vanced to ratings other than those listed in BuPers letter Pers-67-sa QR3/P17, 5 May 1944, or any subsequent revision thereof.

Provisions for advancement of men of the Navy serving with Coast Guard units, and men of the Coast Guard serving with the Navy, are contained in BuPers Circ. Ltr. 115-44.

Except for sea duty, yeomen performing cable-censorship duties will be required to meet all the requirements of the new directive and qualify in accordance with the qualifications contained in Art. D-5237, BuPers Manual. The sea-

(Continued on Page 50)

DO YOU NEED EXTRA VITAMINS?

TIRED? IRRITABLE? NERVOUS? SIGNS YOU NEED
VIPEP VITAMINS

THEY GIVE YOU PEP AND
VIGOR FOR WARTIME LIFE.

BUY NOW! **START TONITE!**

PSST—
IT AIN'T
NECESSARILY
SO, MAC.



MAC pauses before the drug store display. Yep, he's tired all right. Irritable, too—he'd almost slugged that marine for calling him a swab-pusher. Nervous? Sure thing. Must be he needs vitamins. Can't hurt anything, he figures, and it might help. So he forks over his good money and gets a fancy box of capsules.

Well, maybe it helps. Mac isn't so sure. He's still tired. Irritable too. Everything seems to get on his nerves. It finally gets so the CPO sends him to the medical officer. Then the real story comes out.

Mac has been working hard at a tough job, living off the station and not getting regular or well-balanced meals. And he's not been hitting the bunk as early as he should. That's enough, the medical officer points out, to make anyone tired, irritable and nervous. The prescription: proper rest and exercise, and balanced meals regularly. Indiscriminately adding vitamins will not help and may be harmful unless there is a deficiency and the specific vitamin, in the proper dosage, is added. But the person to decide that is the physician, and he does it only after thoroughly looking into all angles.

Vitamins, the doctor explains to Mac, are not energy-supplying food—not even substitutes for energy-supplying food. A vitamin really is the spark which sets off the powder: energy-supplying food. But if the particular food (the "powder") is not present in the body, the vitamin is generally wasted. Likewise, if the needed vitamin is absent, the particular food is difficult for the body to use.

Vitamins are not cure-alls. They do not provide energy, calories, or body-

building materials. Their function is to regulate the use by the body of the various food elements. No amount of vitamins is helpful without the essential foods. The average person who eats a properly balanced diet has no business and no need for taking extra vitamins.

After all, *anything* can be overdone. Even too much milk or too much orange juice can cause you trouble. Overeating in general is bad. And when you add extra synthetic vitamin preparations—which are very highly concentrated to begin with—you are overdoing it in a big way. Then there is this angle: When you start to rely on extra vitamins to keep your body mechanisms in balance, you tend to let other health and diet matters slide a bit. Vitamins do not provide any of the proteins, fats, carbohydrates, minerals and the numerous accessory factors which are essential for the maintenance of health.

Doctors prescribe vitamins only when there is a definite lack, and then the selection of the particular vitamin is carefully made to bring about the exact correction necessary. In other words, doctors have patients use vitamin preparations merely as a temporary measure to get the body back on its proper vitamin and nutritional balance. After that balance is reached, a proper diet is all that is needed.

The Navy ration provides a balanced diet. It gives you all the foods to provide your body with the proper amount

*This article was prepared by
the Bureau of Medicine and Surgery.*

of energy and body-building materials as well as vitamins. And in special cases, where the ration may be unavoidably weak in fresh foods—as is sometimes the case in submarines on extended patrols—the medical officer may prescribe specific vitamins to support the diet. But in general, that's not necessary. At one of the big training centers the medical department felt that the diet needed a bit more in the way of vitamins. But instead of vitamin pill dosing, a "raw bar" was set up where the men could take their pick of raw vegetables—carrots, radishes, onions, turnips. It has turned out to be quite a success.

Much misinformation has been spread about the value and functions of vitamins. "Night blindness" has come in for a lot of talk recently. It is true that if there is a lack of Vitamin A in the diet over an extended period you will not be able to see well in the dark. But there is enough Vitamin A in the ordinary Navy ration to insure that you will see as well in the dark as your individual eyes will let you. No amount of extra vitamins will help you see any better. Training, practice and a well-balanced diet are the real answers. Extra vitamins help only when there is a definite vitamin lack in the diet or some condition causing faulty absorption or utilization of food vitamin. Vitamin A is no help in color blindness, either.

Self-dosing with vitamins is unwise. An intelligent person doesn't try to diagnose and treat himself if something goes wrong with his body. You go to the medical officer not to tell him what to do, but to let him apply all of his many years of training and experience to your problems and come to a scientific decision. If the doctor prescribes vitamins, it's because there is a particular deficiency or need. The medical officer fits his prescription to your body's needs. And if he finds you don't need vitamins, you certainly don't want him to prescribe them just because of the current fad and because you think you would like them.

Vitamin concentrates are potent substances and, when misused, can do harm. Excessive dosage of Vitamin B may, for example, actually make a person nervous and irritable and interfere with sound sleep. While Vitamin D in proper dosage acts as a preventive of deformity of bone due to rickets in young children, in excess this vitamin may actually produce deformity in a baby's bones and joints. It's another case of the old adage, "Enough is good, too much is poison."

Summing it all up:

1. Extra vitamins in the form of concentrates are primarily for the sick, and only a physician can determine which persons will benefit from an extra supply.
2. Self-dosing with extra vitamins

(Continued on Page 50)

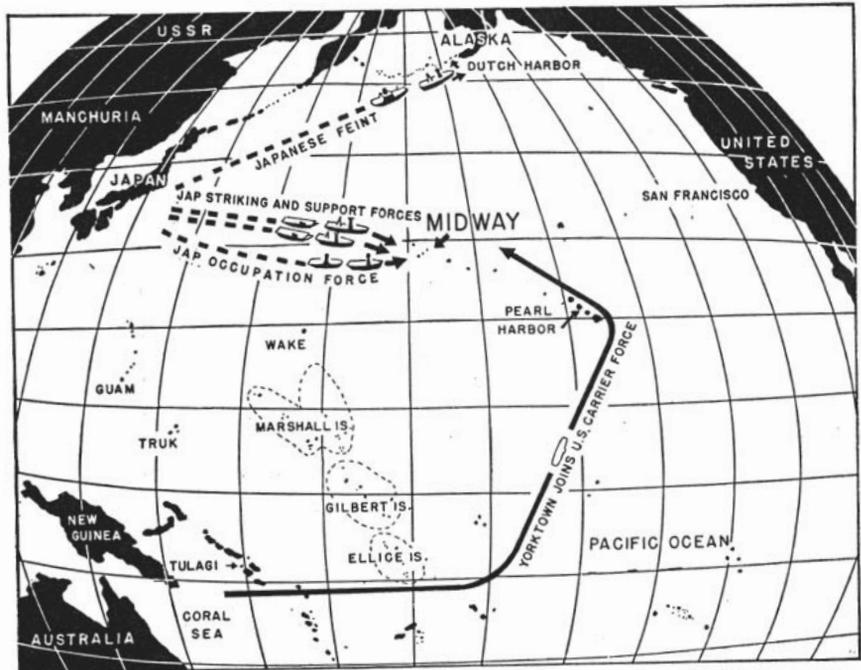
MIDWAY and the Two Years After

Second Anniversary of 'Pacific Turning Point' Finds Navy Offense in High; Battles Reviewed

Two years ago, on the morning of 3 June 1942, Japanese forces were sighted several hundred miles from Midway, on an easterly course. The next three days witnessed the greatest battle of the Pacific. When it was over, we had lost the *Yorktown* and many planes: But the Japs' carriers and warships had been smashed, their attack shattered and put to flight.

In his report to SecNav on the war, Admiral Ernest J. King, USN, Cominch and CNO, terms Midway "the first decisive defeat suffered by the Japanese Navy in 350 years." It "put an end to the long period of Japanese offensive action."

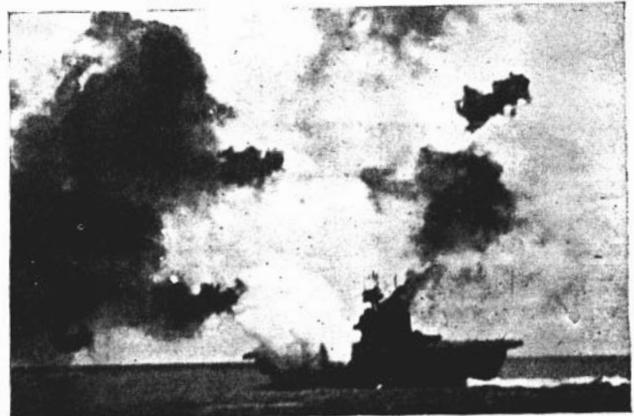
The two years since have seen the Navy launch its own offensive, in mounting intensity. The following pages briefly review that era, with comments (in quotes) from Admiral King's report.



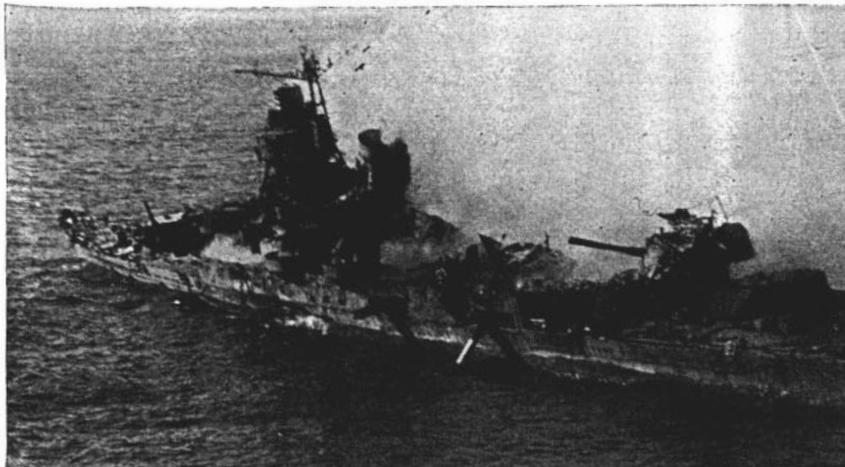
BEFORE THE BATTLE: Japs head for Midway as carrier *Yorktown* makes its dramatic 5,000-mile run from Coral Sea to join U. S. striking force.



AT MIDWAY, burning oil tanks send flame and smoke skyward after being hit by planes from enemy carriers. Japs struck morning of 4 June, suffered heavy losses.



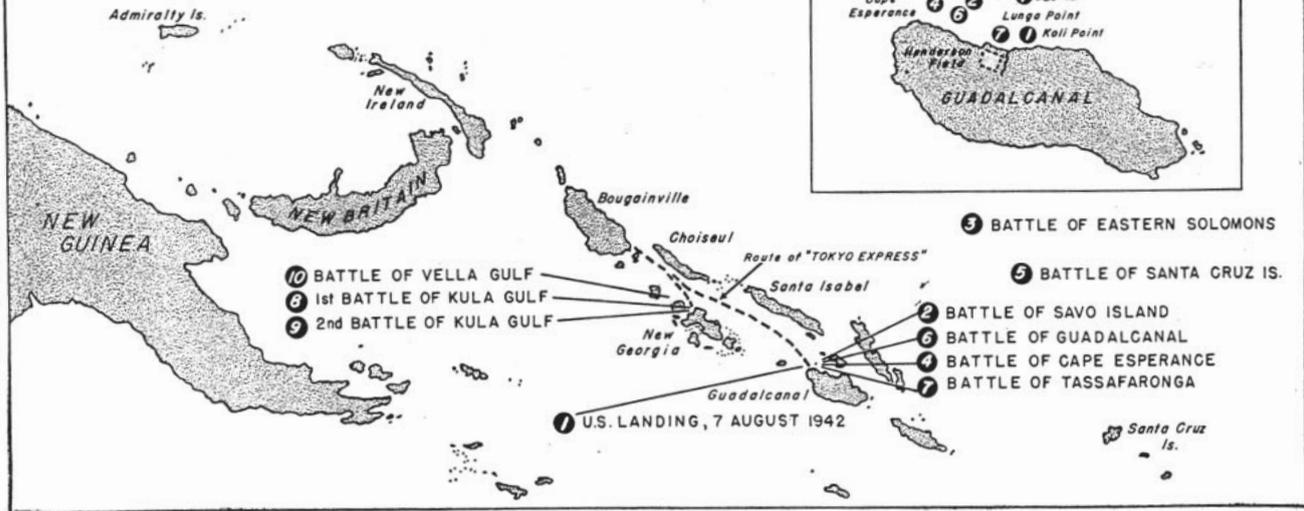
A DIRECT HIT is scored on the *Yorktown* by an enemy bomber, despite terrific barrage of AA fire. *Yorktown's* planes had struck Jap carriers, cruiser and battleship.



AT LEFT: Navy planes strike, smashing Jap heavy cruiser, *Mogami* class. Midway "restored balance of naval power in the Pacific."

Official U. S. Navy photographs

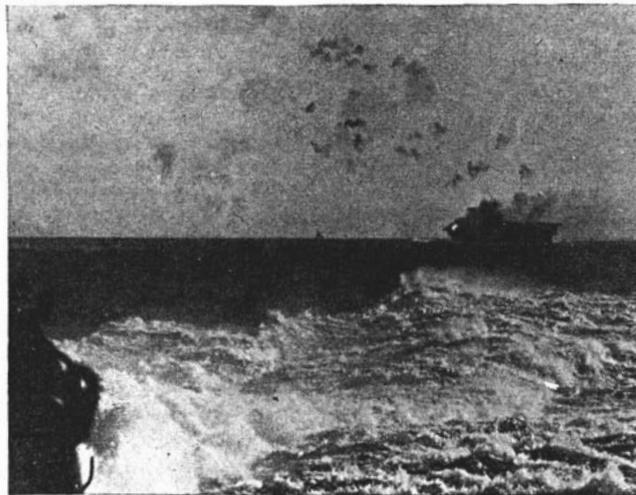
THE OFFENSIVE - DEFENSIVE PHASE IN THE PACIFIC



1. U. S. LANDINGS IN SOLOMONS, "our first real offensive in force," were made 7 August 1942. Barges which carried reinforcements to Guadalcanal lie off Lunga Point. Airfield seized from Japs is in rear.



2. BATTLE OF SAVO ISLAND, surprise night attack by Japs 9 August, sank one Australian, three U. S. cruisers; "left us inferior . . . for several months." Above, HMAS Canberra, mortally hit, is tended by destroyer.



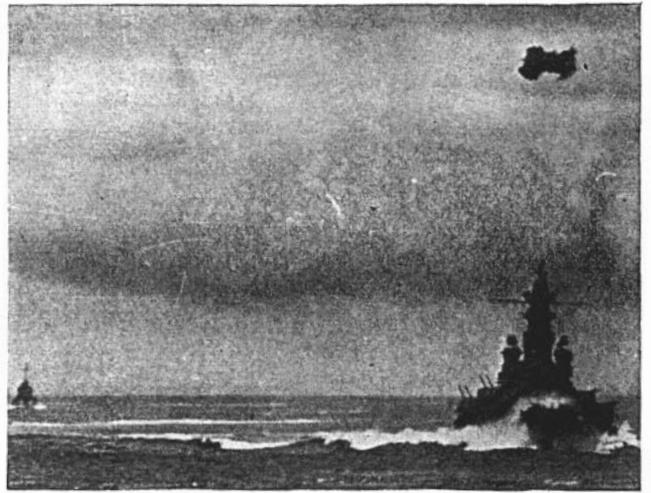
3. BATTLE OF THE EASTERN SOLOMONS, 23-25 August 1942, "all but stripped" Japs of carrier support. During action, planes from *Enterprise*, here aflame under attack, sank an enemy sub, downed 30 planes.



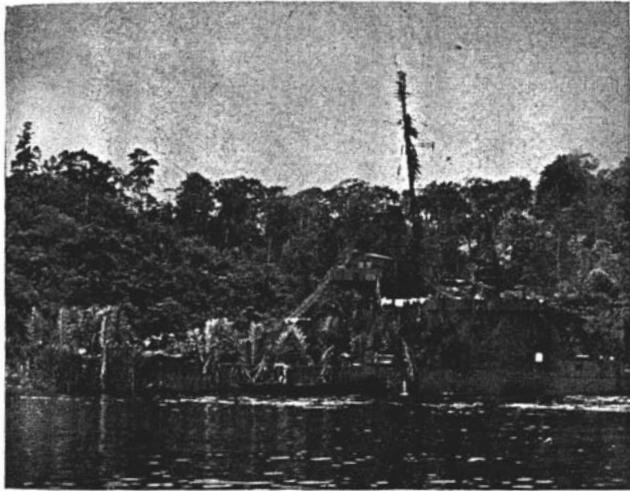
4. BATTLE OF CAPE ESPERANCE, 11-12 October, saw U. S. cruisers, destroyers surprise Jap force at night off Guadalcanal. *Boise* superstructure shows score: 2 Jap CAs, 1 CL, 3 DDs. Official U. S. Navy photographs



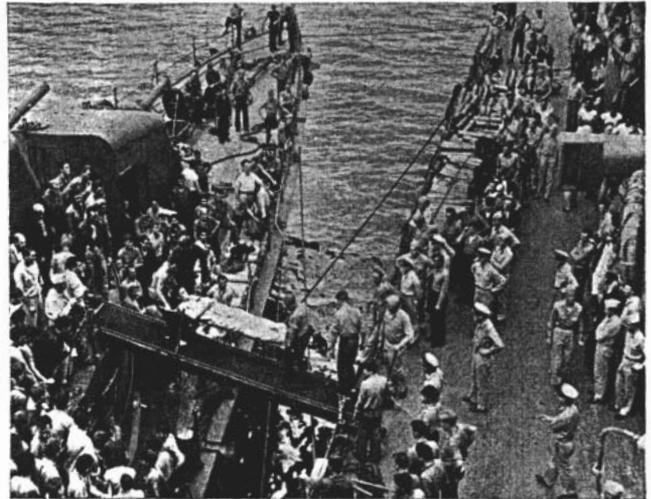
5. BATTLE OF SANTA CRUZ ISLANDS, 26 October 1942. Jap and U. S. carrier forces (above, *Enterprise*) swap blows. U. S. loss: *Hornet*, a DD, 74 planes. Japs': two CVs "out of action," and 112 planes downed.



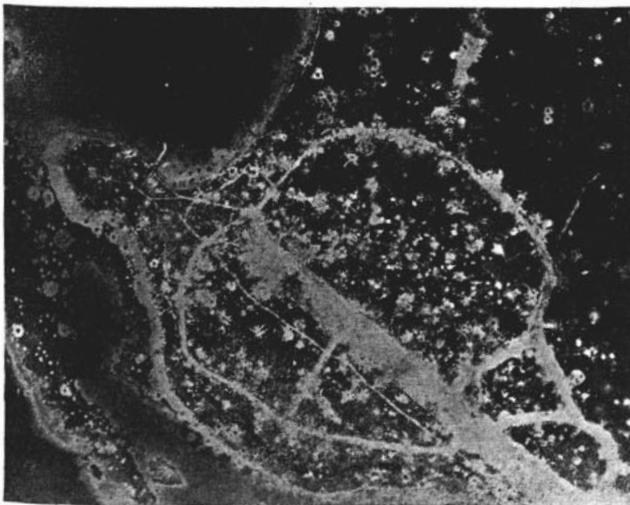
6. BATTLE OF GUADALCANAL, 13-15 November 1942. Japs massed for "decisive" invasion attempt. Despite heavy losses, U. S. forces including *San Francisco* and, later, *South Dakota* (above), smashed threat.



7. BATTLE OF TASSAFARONGA, 30 November 1942, represented last major Jap attempt to relieve Guadalcanal, was broken up by heavy cruiser forces led by *Minneapolis*, shown camouflaged for repairs after battle.



8. FIRST BATTLE OF KULA GULF, 6 July 1943, helped derail the highly touted "Tokyo express," but cost us cruiser *Helena*. Group of her survivors, picked up by destroyer, are here transferred to another ship.

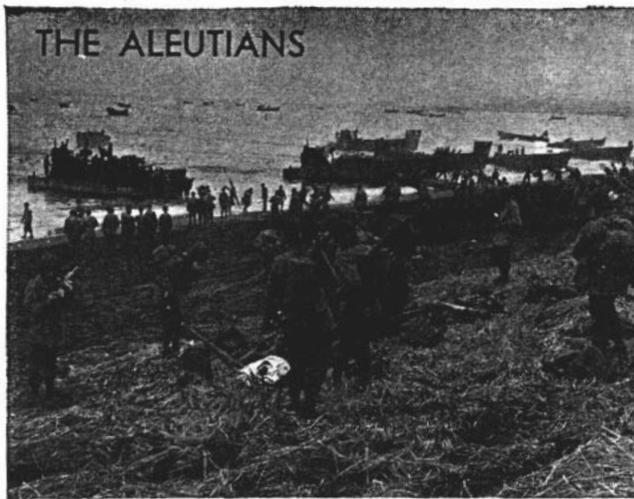


9. SECOND BATTLE OF KULA GULF, 7 days later. Again we hit "Tokyo express" as it tried to reinforce Munda. Kula battles "were costly, but they removed a threat." Above: Munda field after raids by Navy bombers.



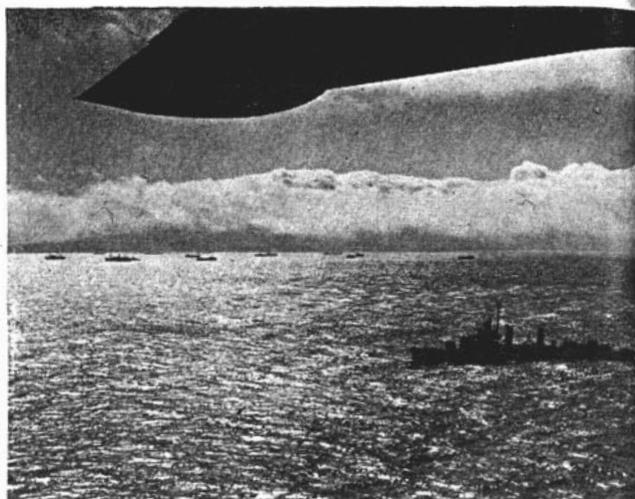
10. BATTLE OF VELLA GULF, 6 August, resulted when Japs, stung by loss of barges and landing craft to PT boats (above), sent in cruiser, three destroyers. In 45-minute battle, destroyers were sunk; no U. S. loss.

Official U. S. Navy photographs



THE ALEUTIANS

Attu was taken by Japs in June 1942, at time of Midway battle; reoccupied by U. S. a year later. Bitter fight "virtually annihilated" enemy. Above, landing force hits Massacre Bay on 11 May 1943.

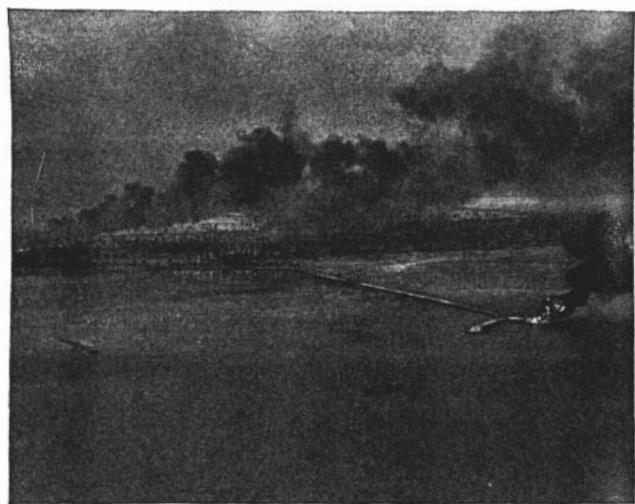


Kiska was retaken in August. Japs had fled. (Previous battle of Komandorski Islands saw outnumbered U. S. force foil Jap reinforcement attempt. Above, fog obscures coast as landing force moves in.



THE OFFENSIVE

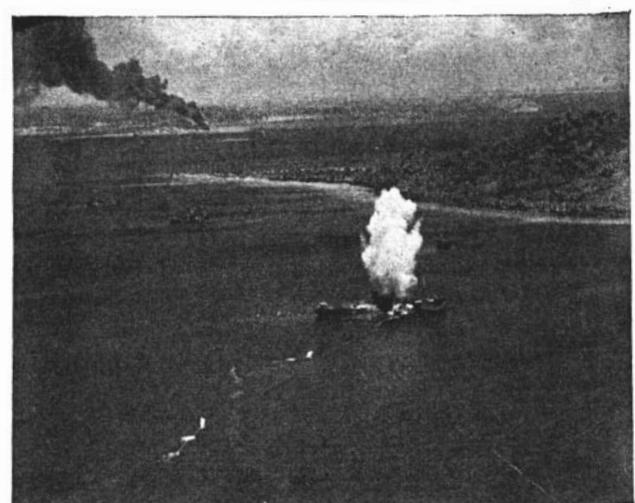
Bougainville Following Central Solomons campaign, U. S. offensive starts rolling Japs back. Above, Navy cruiser's guns bombard Buka airfield at night to aid Bougainville landing 1 November.



Gilberts Capture of Gilberts, "a necessary part of any serious thrust at the Japanese Empire," was achieved 21-24 November in bloodiest assault in Marine Corps history. Above: Tarawa on "D-Day."



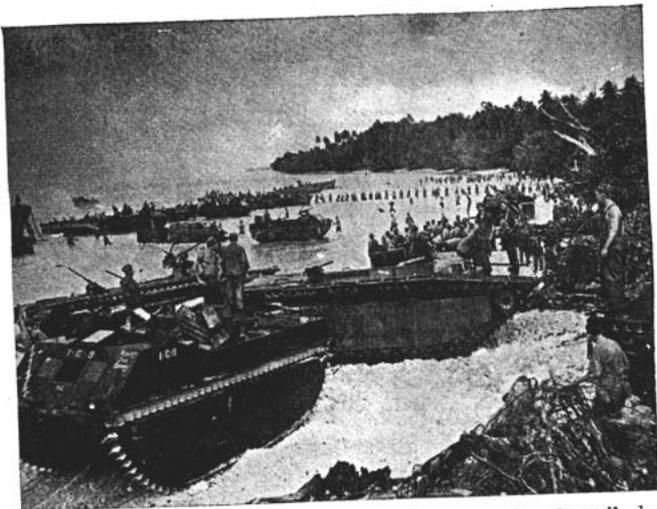
Marshalls Official U. S. Coast Guard photograph "Largest offensive yet" sent hugest fleet world had ever seen against Marshalls on 30 January 1944. Kwajalein fell 5 February, Eniwetok (above) two weeks later.



Gilberts and Truk Photographs from "Flying" Magazine
Truk In a bold and sensational blow, powerful carrier task forces raided great Jap naval base at Truk on 17-18 February, sank 23 ships, damaged 11, and destroyed 201 planes in "partial payment" for Pearl Harbor.



Marianas Photograph from "Flying" Magazine On Washington's Birthday a Pacific Fleet task force with several hundred carrier planes struck deep into the Japs' back yard, hit Saipan, Tinian (above), Guam. Japs lost 116 planes.



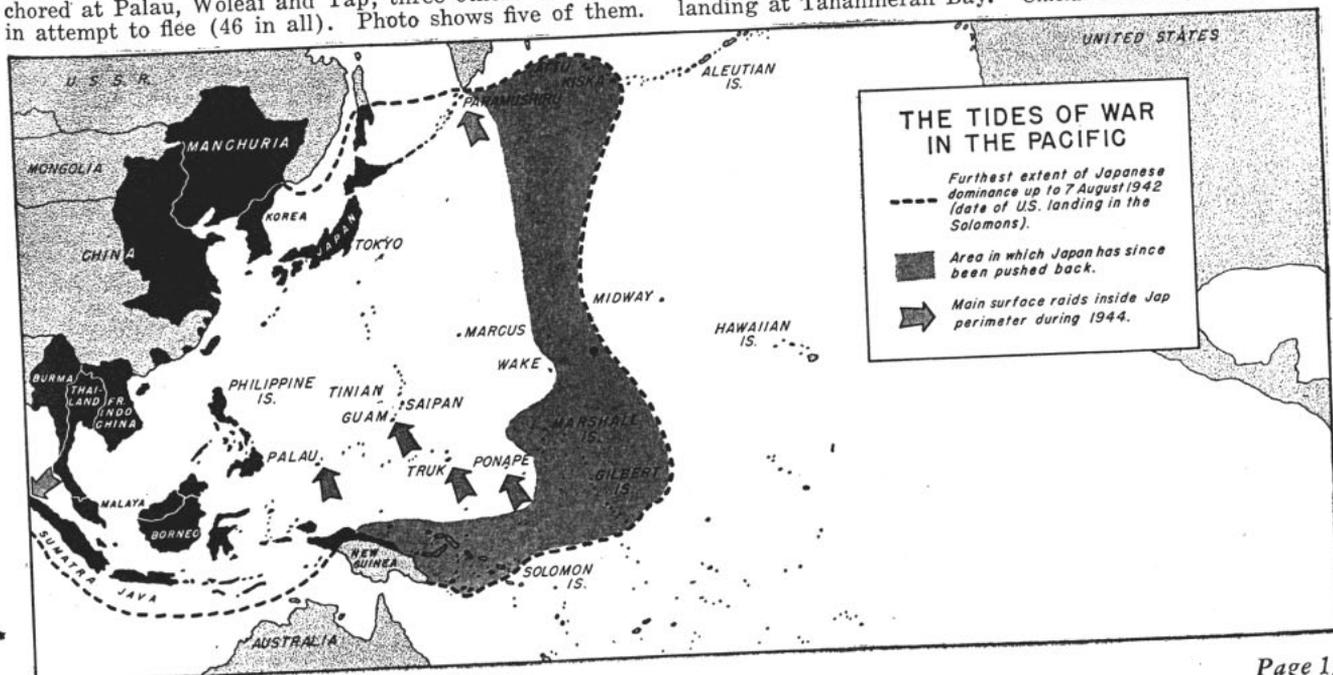
Admiralties A "reconnaissance in force" by amphib units became an occupation when enemy weakness at Los Negros was revealed. Later, to east, marines swarmed ashore at Emirau (above).



Palau In terrific raid on Jap-held islands, Navy task force sank or damaged every Jap ship anchored at Palau, Woleai and Yap; three others were sunk in attempt to flee (46 in all). Photo shows five of them.



Hollandia Plans "completely integrated," forces of Admiral Nimitz and Gen. MacArthur won Jap airfields on Dutch New Guinea. Above: the landing at Tanahmerah Bay. Official U. S. Navy photographs



V-Discs...

Kits of Latest Records
Now Available Monthly
To Ships and Stations



SAILORS with a taste for "boogie woogie" and those who prefer Bach, sailors at desolate Aleutian bases and those in a "tin can" in the South Pacific can now hear the kind of music they like by the orchestras and artists they prefer.

Through an arrangement between BuPers and the Army Special Services Division, leading orchestras and artists of the nation will make transcriptions especially for the armed forces. The Navy will distribute these double-faced 12-inch V-Discs monthly in kits of 20 records to 2,500 ships and naval activities outside the continental limits. Kits of records will be available for hospitals within the continental limits where battle-wounded are being treated.

You couldn't buy a set of recordings like these in a U. S. music shop for a million dollars because they aren't for sale commercially—can't

even be distributed at activities inside the continental limits, as a matter of fact, except in service hospitals where combat casualties are being treated.

The V-Disc idea was put in motion last September by the Army to give soldiers "up-to-the-minute" recordings of their favorite orchestras and artists. A staff of experts in the recording field was assembled and arrangements were made to record songs by all the leading dance bands using the facilities of the Columbia, Victor and World studios in New York and Hollywood. In the first few releases sent abroad, a questionnaire was enclosed asking for suggestions. What artists did the boys want to hear, what kind of music did they want? An avalanche of mail came back, and from these suggestions the Army compiled its monthly "Hit Parade" of recordings.

GIs in Italy apparently were fed up

on local music. As one doughboy wrote, "O Sole Mio will never replace Stardust."

Requests came in by the hundreds, from buck privates to generals. General Eisenhower, for instance, wanted to hear *Benny Havens*, an old West Point song dedicated to a friendly bartender near the Military Academy. Because of the generous cooperation of music publishers, the American Federation of Musicians and the artists themselves, every popular request has been filled.

The Navy now has joined the Army in this recording enterprise, and sailors will have an equal voice in determining what selections will be offered in the monthly kit. While the Army's staff of recording experts will continue to handle the production, any suggestions from naval personnel will be considered in compiling the month's kit of records. If you want to hear Bing Crosby sing *It's Love, Love, Love*—and you have enough support from other Macs—then that will be included in a forthcoming kit.

A questionnaire to be enclosed in the first kits will ask for comments, such as:

"What five V-Discs do you like best in this release? What five V-Discs do you like least? What artists and selections would you like to hear on future releases? How many records were received broken? How many unplayable? What type machine are you using to play these V-Discs?"

From replies to these questionnaires, a decision will be made on future recordings. All activities are urged to send in comments, via BuPers, to

V-Disc Department, Attention:
Navy Representative Music Section,
special Services Division,

205 East 42nd St., New York,
N. Y.

V-Discs are made from a new plastic substance known as Vinylite which, in its raw state, is a by-product of natural gas. Since this plastic is a critical material, only about 22,000 pounds, or enough for 50,000 records, is available monthly. However, a new material similar to Vinylite has been developed and may be used in the future.

Vinylite records are practically unbreakable (don't try pounding them with a sledge hammer) and they make possible a reproduction of transcription quality. In other words, you don't get the rasping static so reminiscent of old-time phonograph records. A record can be played at least 200 times before it starts to deteriorate. It can be used on any phonograph or record player at the standard speed of 78 RPMs. Each side of the record plays for about three minutes, which means that a kit of 20 recordings will give two hours of recorded music.

V-Discs will be shipped in sturdy brown cartons which are water resistant, and able to withstand 500 pounds of pressure. They will be shipped direct from a central distributing agency to ships and stations. Kits will not be sold to individuals—only to welfare and recreation activities.

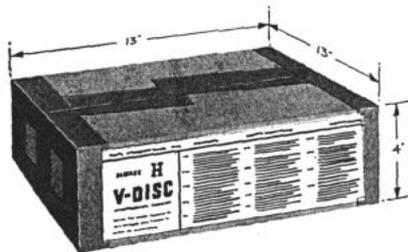
The best 12-inch shellac records cost, at retail, 75¢ and up. V-Discs will cost \$12 for a kit of 20, or 60¢ each.

Actually, it costs about twice as much to manufacture a V-Disc as it does to make an ordinary commercial

How to Order V-Discs

Commands afloat or those outside the continental limits may order kits of recordings by writing to BuPers on a form letter, samples of which have been distributed to all naval activities eligible.

These orders should include the name and activity and the number of kits desired, together with the method of payment. Kits may be purchased with funds from the "Welfare and Recreation, Navy" or "17X8723 Ship's Stores Profits" appropriations, or from the ship or station welfare fund. If paid from appropriated funds, authority must be granted BuPers to debit the cost of the kits from the activity's allotment. If paid from ship or station



Records will arrive in package looking like this.

welfare fund, a check must be enclosed to cover the amount of the order.

Orders must be signed by the commanding officer.

record. The Vinylite going into a record costs 18¢, about 10¢ more than the material used in an ordinary record, and it takes about twice as much labor to turn out a V-Disc. The low price is made possible by the fact that all the musical talent is donated and V-Discs are sold at cost.

The sky is the limit when it comes to choosing the music to be recorded on V-Discs. Classical, religious, folk music—anything the services demand—will be furnished upon popular demand.

Soldiers demanded and got these recordings: *Ain't Misbehavin'*, *Two Sleepy People*, *Slightly Less Than Wonderful* and *There's a Gal in My Life* by the late Fats Waller; *1-2-3-4 Jump* and *In a Mellow Tone* by Red

Norvo; *Henderson Stomp*, *Limehouse Blues* and *Dinah* by Benny Goodman; *Squadron Song*, *Tail-end Charlie*, *Don't Be That Way* and *Blue Champagne* by Capt. Glenn Miller. Another popular number was Paul Whiteman's rendition of *Rhapsody in Blue*, with Oscar Levant at the piano. For those with a more classical taste, there were excerpts from *Carmen* and the overture to *Marriage of Figaro* by the First Service Command Symphony Orchestra. Back issues of V-Discs which previously have been distributed at Army activities are not available, but some of these numbers may be repeated by popular demand. No song is too old or too new if there is a demand for it. The entire world of music is open to V-Disc customers.

Harrowing First Night On Namur

The harrowing first night spent on Namur Island in the Marshalls, when his detachment was cut off by the Japs, is described below by Pfc. R. P. Holt, USMC. He was one of the three survivors of a 20-man demolition team. Both of the other two survivors were wounded. This group of marines accounted for at least 50 Japs, perhaps more.

Armed with flame-throwers, dynamite charges, Browning automatic rifles, grenades, and Garand rifles and carbines, our 20-man team moved more than halfway across the island, hurling concussion bombs, blasting pillboxes, and firing into small groups of enemy. Most of the time we were in advance of the front line of the infantry group we were working with. We got so far ahead, in fact, that word was sent to pull back closer to the landing beach for the night.

Realizing that we were practically alone, the lieutenant in charge of the group ordered us to head back to the front line. Several times we were fired on by the enemy and once a tank rolled up to within 100

feet and failed to see us, but providentially moved out of the area.

We had reached the blockhouse when the machine-gun fire first caught us at dusk. They caught us between the crossfire of two machine guns, nailed us down on the ground behind the concrete blockhouse, rolled grenades over the top of us, and then picked us off when we moved back from the blasts. There was enemy fire on all four sides of us, so we had to hole in for the night.

I dug a foxhole to one side and in front of the blockhouse, and three of us established an advance guard spot here. Small groups tried to rout us out, but we knocked them off. Each of my two companions had a BAR and Garand. One of the BARs and both of the regular infantry rifles had been doused in the landing and refused to operate. I was able to fire my carbine only by pounding the side lever open and shut with the handle of my hunting knife.

About 0330 the Japs moved up a machine gun behind a barrier just in front of us. I had run out of ammunition, and we had to move back behind the blockhouse. Three Japs moved in cautiously from the left. We killed them and then yelled to

our sentry who had been posted out there. There was no answer, so a couple of us went out to investigate. We found his body. His throat had been slit. He hadn't even made a sound.

One of us asked the lieutenant what time it was. He said 4 o'clock. Less than five minutes later he was dead. The bullet came from a tree behind the blockhouse, so we each fired a couple of shots into the tree. Fire from this spot ceased. But the enemy kept moving in, in small groups. It was awful. They would laugh and yell and then rush in. We kept mowing them down, but they kept trying to force us out from behind the house.

Finally they started rolling grenades over the top. Those of us who were left—eight, I think it was—ran out to other embankments. The machine guns then opened up. We—four now—moved back, but the grenades started again.

I hid behind a small concrete box with one fellow. He looked over the top to fire the machine gun to the right. A bullet hit him in the head and he dropped dead beside me.

Somehow we held out until just before daylight, and then slipped back to our line.



V-12 STUDENTS, at left, study in library at University of Idaho, Southern Branch.

On V-12's First Birthday:

Achievements of Program in a Year Make Possible Curtailment Next Fall

In an address reviewing V-12's first year and looking into the program's future, Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, announced last month that present V-12 quotas in all colleges and universities would be maintained during the term from 1 July to 1 November but that there would be an over-all decrease on 1 November of about 25 percent.

The curtailment, he told a conference on the Navy V-12 program held 12 May at Columbia University, New York City, will be in line with a decrease in the Navy's over-all requirements for additional young officers. No V-12 units will be eliminated at that time, he added, unless a college requests such elimination or is unable to fulfill its obligations under the Navy contract, and no unit will be decreased below a minimum—roughly 250—necessary for efficient operation.

"The first principle laid down for the V-12 program was that it should be solely and exclusively a program for the training of naval officers," he pointed out. "There has been no deviation from that principle. By the first of July of this year the program will have delivered to reserve midshipmen's schools, supply corps schools, and Marine officer candidates' schools more than 23,000 qualified officer candidates, in addition to 2,600 officers commissioned directly from the NROTC and 1,400 from medical and dental schools. . . . The reports of the quality of the men have been uniformly favorable."

The proportion of officer candidates in the V-12 program with previous active service is steadily rising, and hundreds of promising enlisted men are being returned from the Mediterranean, the Atlantic and the Pacific for such training.

These are being brought back because they are considered of more value to the Navy as officer candidates in training on shore than as enlisted men in combat at sea. The Navy cannot fight a war with enlisted men alone, and officers must continually be trained for the fleet and, in smaller numbers, for specialized duty in hospitals, navy yards and other shore establishments.

"The end of the war may well find in every V-12 unit an overwhelming majority of men who have been called back to college after combat service," Admiral Jacobs said. "But if, as we all pray, the war ends at such an early date that many V-12 trainees have never seen a ship, let no one impugn their patriotism. They are serving the Navy where the Navy has ordered them to serve. They are serv-

ing where the Navy needs them most. The Navy is not keeping them from combat to protect them from danger; it is keeping them in college to man ships which will later join the fleet."

While the numbers of marines and NROTC trainees have been diminishing, the number of aviation candidates coming into the V-12 program has been increasing. The success of V-12(a) trainees in subsequent aviation training has been so marked that it is now proposed to substitute terms in the V-12 program for the work previously done by V-5 candidates in flight preparatory schools and the CAA-WTS program.

The year's most serious problem grew out of the democratic basis on which V-12 students were selected. Several thousand young men who went through high school expecting to go no farther, and who therefore took terminal courses such as business arithmetic and accounting instead of algebra and plane geometry, were selected as V-12 students. With relatively few exceptions, these are men of high intelligence and excellent character, fit for college in every way except in specific preparation for the prescribed academic courses.

The Navy has been specially interested in these men, as officer candidates, and has been gratified at the interest shown in them by the college faculties. The V-12 college faculties have met a real educational challenge with success, without any significant impairment of academic standards.

The flexibility of the V-12 program has proved to be of inestimable value to the Navy as well as to the colleges, Admiral Jacobs said.

"It would have been much simpler

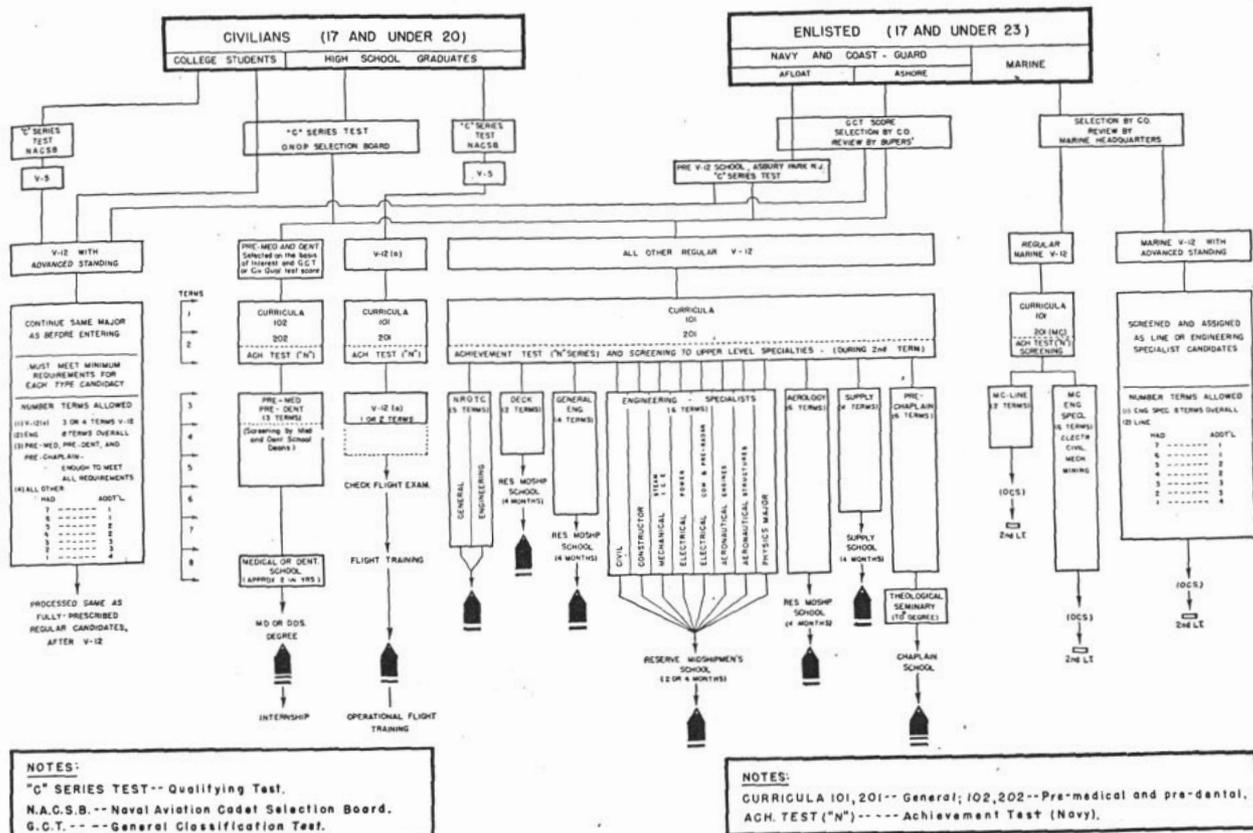


RESERVE MIDSHIPMEN, many of whom now are V-12 graduates, learn from ship model aboard USS *Prairie State* in Hudson River at New York City.

Official U. S. Navy photographs

HOW V-12 WORKS

MAY 11, 1944



to have had several college training programs," he explained. "We might, for example, have had a separate NROTC and a separate Marine Corps program, each with its own college units. We might even have put the former V-1 and V-7 students into separate units, distinct from those selected to offer the new V-12 curricula. The decision to combine all these programs into a single V-12 program was taken after long and careful thought; and the wisdom of that decision cannot, in the light of the records, be doubted.

"The Marine Corps, for example, discovered only a few months after the inauguration of the program that it had more than enough Class III (d) students to meet its officer needs. Within the framework of the V-12 program, it was possible to abandon the projected screening of V-12 apprentice seamen into upper-level Marine training, to hold some Marine students for additional terms, to release 600 volunteers for naval training in reserve midshipmen's schools and to eliminate entire Marine detachments at several colleges. These changes solved a serious problem for the Marine Corps and made available to the Navy a splendid group of officer candidates to fill an emergency need this

spring; at the same time, the actions were taken without any appreciable effect on the colleges involved, since quotas of Marine trainees were replenished from other sources.

"The same emergency which created the need for changing 600 Marine trainees into midshipmen caused us to commission three classes of NROTC instead of one on the first of March. The Navy thus secured 1,500 additional ensigns without seriously affecting the over-all quotas of any colleges in the program. If the NROTC had been abandoned at the beginning of the war, there would have been no students with sufficient training in naval science and tactics to be eligible for commissions without four months further training in midshipmen's schools. And if the NROTC units had been continued under a separate program, 27 colleges and universities would have lost, on a single day, appreciable numbers of their naval trainees, without hope of immediate replacement.

"The V-12 program is complex, but its complexity makes possible a more effective use of manpower. Because the fundamental educational requirements for all kinds of mechanized warfare are so similar, and because that similarity has been recognized in

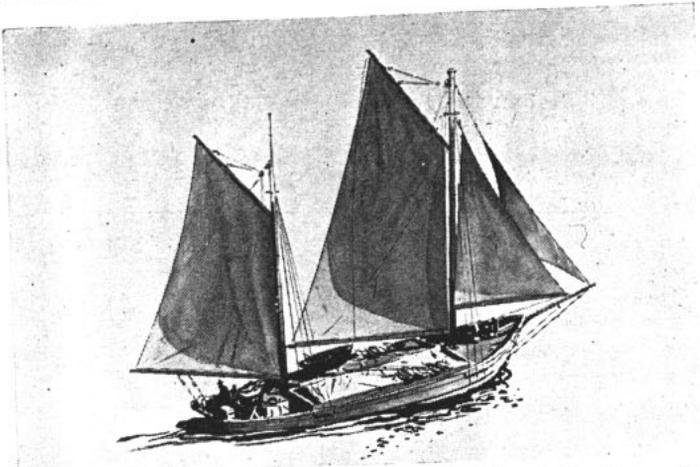
the V-12 curricula, students who entered with the idea of becoming marines have had no difficulty in qualifying as deck officers; engineering and deck officer candidates have found it possible to use all their college training in aviation; and pre-medical candidates, when the needs of the service demanded, have qualified themselves for general deck duties."

Therefore, because the V-12 program makes possible quick readjustments in advanced phases of training, the Navy has been able to use more effectively the individual abilities of trainees, to satisfy more accurately the shifting needs of the service, and to use more efficiently the instructional facilities of the colleges and universities in the college program.

"I wish I could foresee the status of the V-12 program a year from today," Admiral Jacobs said. "But if I could do that, it would mean that I could also foretell the crucial events that are certain to come both in Europe and in the Pacific and to prophesy their full effects on the Navy. All I can say at this time is that the V-12 program will continue so long as the Navy needs additional young officers to fight the war, and that the size of the program will depend upon the magnitude of the need."

TRAINING
TIP
OF THE
MONTH

Sailing Vessels of the Atlantic



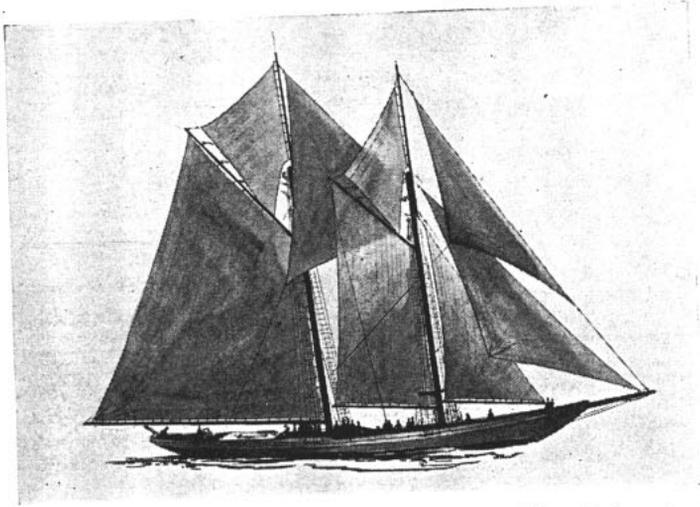
COMMERCIAL KETCH: Note the gaff-headed sails as distinguished from the jib-headed yacht sails. The after mast is placed forward of the rudder. This craft is found in the West Indies.

JUST because she is under sail, she is *not* a "sailboat."

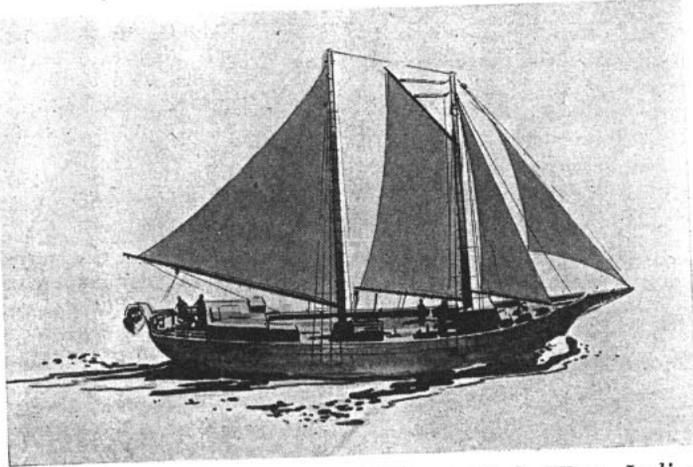
Scattered over the waters of the world there are at least 5,000 types of sailing craft, each of which has its own name. No self-respecting lookout would report a carrier or a destroyer as a "steamboat." Neither should he call a schooner or a yawl or a sloop a "sailboat."

To assist lookouts in recognizing the various types of sailing ships, some of the most common types found in the North Atlantic, the Gulf of Mexico and the Caribbean are shown on these two pages.

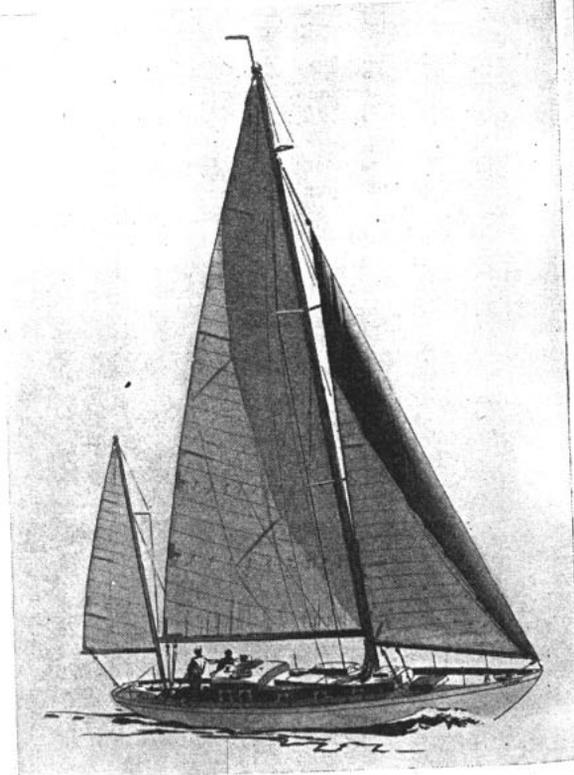
If readers of the INFORMATION BULLETIN can supply photographs of the most commonly seen types of sailing craft of the South Pacific, the Mediterranean, the South Atlantic or Indian Ocean, these will be printed in future issues. Photographs should be submitted with descriptive data and information on where and when seen.



GLOUCESTER FISHING SCHOONER: All sail is set as this schooner glides along. These vessels are likely to be found anywhere from the Grand Banks south.



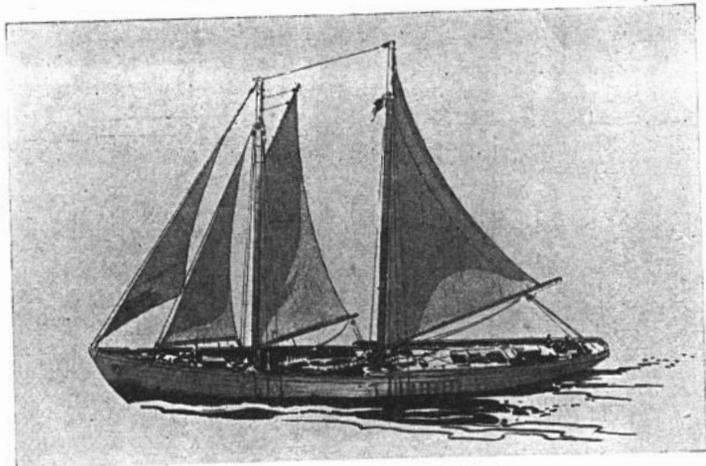
FREIGHTING SCHOONER: This typical West Indian vessel is two-masted, mainsail jib-headed, fore sail gaff-headed, with forestaysail and jib. Many of these schooners carry some auxiliary power.



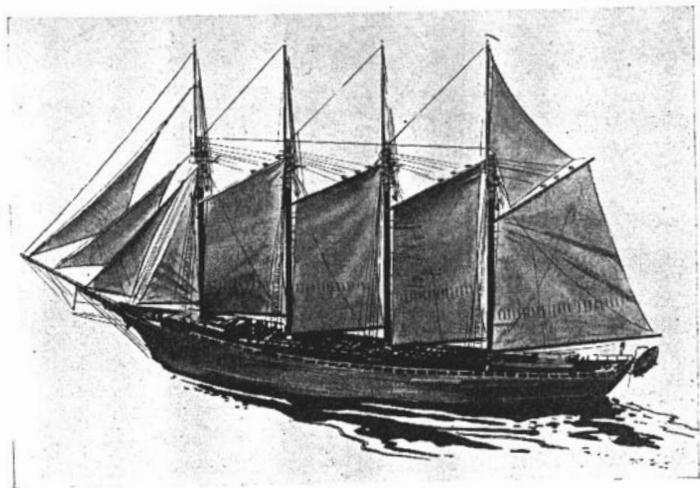
YAWL: Note the two masts, the after one placed abaft the rudder carrying a very small sail in proportion to the main sail. A yacht of this type is not likely to be found off shore in wartime.



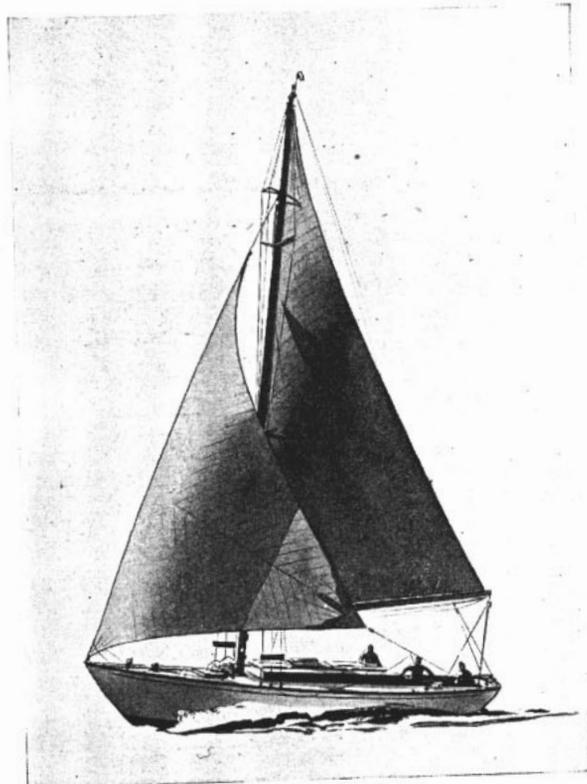
CUTTER-RIGGED YACHT: This is likely to be found in U. S. coastal waters; has forestay-sail and jib set and a third ready to break out.



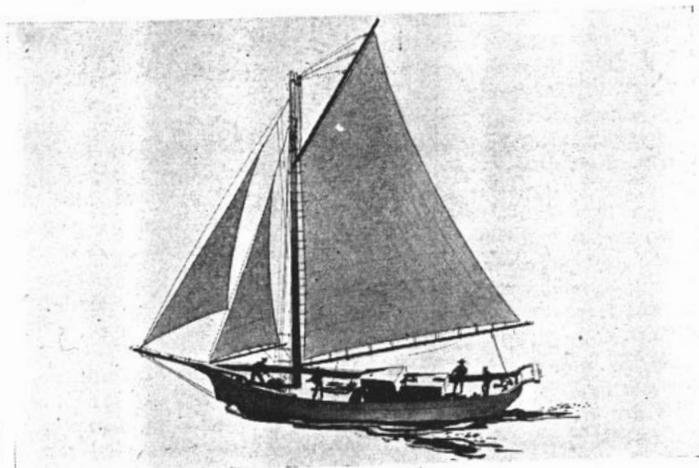
GLOUCESTER FISHING SCHOONER: This sketch shows a schooner under the short rig more frequently seen than that shown on the opposite page with all sail set.



AMERICAN FOUR-MASTED SCHOONER: One of the last of her kind, this vessel has all sail set except fore, main and mizzen gaff topsails. A few such schooners still carry bulky products.



SLOOP-RIGGED YACHT: Note that the mast is nearer the bow than that of the cutter. Sails used by sloop and cutter are similar. Vessels of this type would seldom be far off shore legitimately.



SLOOP: These vessels, most common in the West Indies, are used for all purposes—fishing, freighting, passenger carrying. Its one mast is set fairly near the bow. There is a large mainsail, forestaysail and jib.

Ship's Service ...



Official U. S. Navy photograph

Customers get service with a smile at the ship's service soda fountain, Naval Air Station, Ottumwa, Ia.

"If It Is Run So That Every Apprentice Seaman Can Take Full Advantage of Its Entire Operation, Then All Naval Personnel Will Be Properly Served"

SHIP'S service, a former stepchild of the Navy, has so mushroomed and grown in service since its vague beginnings that today it is an integral and necessary part of every naval activity. Regulated to work exclusively for the welfare of naval personnel, the modern ship's service department has come a long way from the bumboat sales which may have planted the first seeds, or the financially haphazard "canteens" which were a fore-runner.

So far, in fact, that it is almost taken for granted. But behind the services provided are stories of initiative by personnel locally and also assistance from BuPers in Washington to insure the best service possible.

With the expansion of the wartime Navy, and the corresponding increase in personnel and personal needs, ship's service quickly developed to

such proportions that BuPers, under whose jurisdiction ship's service ashore is operated, saw that additional advisory guardianship was advisable. The Bureau accordingly established a new Ship's Service Section as part of its Welfare Division. BuPers is accordingly in a position to act as an advisory and coordinating unit for guidance of ship's service departments ashore, regardless of size. Its services also are available to forces afloat whenever required.

To find overall policies and methods for the vast and dissimilar shore departments, BuPers has provided officers whose business training, experience and talents equip them for specialized duties in connection with ship's service merchandising and related problems.

Ship's service departments run the gamut in size and scope. One may

serve the needs of two officers and 50 men. Another may be an integrated chain of activities catering to the personal needs and wants of thousands of men at a huge training station.

Quite aside from the ship's service activities afloat, there are 413 ship's service departments ashore, and a large number of branch departments. Each department is established locally and individually. According to Navy regulations, the commanding officer of any naval activity is directly responsible and completely in charge of its ship's service department or branch.

Especially under wartime conditions, the procurement, merchandising and general business problems of these stores can sometimes become fairly involved. The Bureau, however, is prepared to help solve those problems.

If for instance, one ship's service department finds itself in need of an



Official U. S. Navy photographs

This huge laundry is operated by the ship's service department at the Naval Air Station, Jacksonville, Fla.

article which is on a high priority list, it often happens that BuPers can furnish the otherwise unavailable item. This is possible because the Bureau, working with WPB, can obtain access to large quotas or released priority items and thus be in a position to assist in redistribution to individual stores.

Potential shortages often can be avoided as well as current shortages corrected for individual or groups of shore ship's service departments. If, for instance, a cigar shortage looms because of labor scarcity or other manufacturing bottlenecks, BuPers hopes to be able to insure ship's service stores everywhere of their legal and fair share of cigars. Similarly, it can come to the aid of any department falling behind its proper quota of other essential commodities.

It's a system which works to secure for the Navy man everywhere the best available products at the lowest possible cost.

BuPers has a representative in the New York office of the Army Ex-

change Service who sees to it that available supplies are as accessible to the Navy's ship's services as they are to post exchanges.

One of the central services now offered to men of the armed services everywhere is the recent gift plan which enables the fighting man overseas or at sea to send presents home to family or loved ones. Every ship's service department or store now has

the opportunity to have a standard gift catalogue which lists available items. The individual selects his gift, pays for it in his own ship's service store. At home the supplier wraps and delivers the chosen gift with a message from the sender.

Under BuPers regulations, ship's service ashore must forward semi-annual financial reports for checking and filing. In BuPers auditors carefully

Ship's Service Fund Established

A "Ship's Service Contingent Fund, Bureau of Naval Personnel," to help liquidate and otherwise assist ship's service activities, has been established by BuPers.

The fund, to be administered by the Chief of Naval Personnel, will derive its income from monthly payments of 1% of monthly sales volume of goods and services by ship's services within continental U. S. and ½% per month on the same basis by ship's services ashore within naval districts outside the continental limits.

Any part of the fund not required

currently to assist in liquidation of ship's service activities will be a revolving fund, to be used, in the discretion of the Chief of Naval Personnel, for loans to assist in establishing new ship's service activities; loans, subsequent to establishment, for purchase of equipment, where not provided from official funds, and stock or operating supplies; and advances in prepayment of invoices for merchandise purchases.

(For details, see BuPers Circ. Ltr. No. 117-44 N.D.B., 30 April 1944, 44-489.)



SHOP FOR WAVES at a large shore station illustrates the versatility of ships's service in meeting the changing needs of naval personnel.

check all such reports for any faulty mathematical or bookkeeping technique.

Until recently, insurance was one of the prime headaches for all ship's service officers. An insurance policy is an intricate contract. Only a few ship's service officers could be expected to have a thorough or comprehensive knowledge of what type and how much insurance they needed for proper coverage. With the tremendous expansion of ship's service activities, insurance was often inadequate or overlapping.

Today a new "package" insurance program designed specifically for ship's service ashore within the U. S. has been made available. It is drawn so as to enable every ship's service to obtain adequate protection to meet the individual requirements of his activity at the lowest possible premium cost. The new "package" policy may be placed through whatever local agencies or brokers and with whatever insurance companies the CO desires.

A self-insurance plan for activities afloat or overseas to protect them with

a practicable means of obtaining adequate coverage—including wartime hazards—also has been made available. Such a policy previously was almost impossible to obtain from commercial carriers.

This self-insurance plan is known as the "Ship's Service Mutual Insurance Fund" to which each activity overseas and afloat will pay premium assessments based on the loss experience of all participating activities. Protection is provided against all risks of loss and damage.

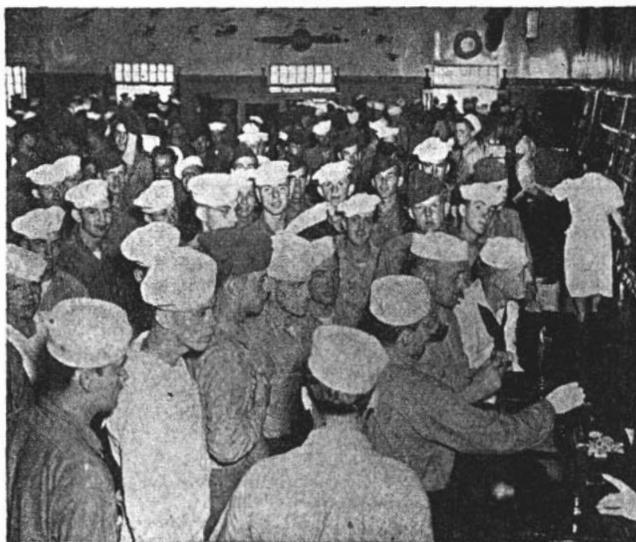
Because of the personnel problems involved, BuPers is prepared to provide advice and guidance to ship's services faced with labor or employment problems. Manuals and treatises on this subject have been prepared and will be distributed.

A particular appeal is being made to wives and relatives of Navy men to accept employment in ship's service departments. The use of uniformed personnel in ship's service departments is being minimized, and it is planned that eventually most uniformed employees will be limited-duty men or disabled veterans returned from combat zones.

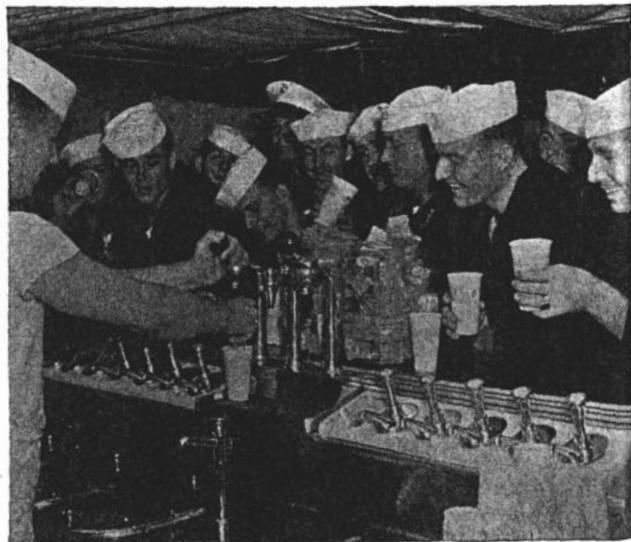
Above and beyond these specialized services, BuPers is concerned with the adoption of a specific general policy and attitude of each department in its dealings with its customers. It has attempted to impress on ship's service officers everywhere that their main problem is simple but sometimes overlooked.

It is:

"Run every ship's service department primarily for the benefit of naval personnel. If it is run so that every apprentice seaman can take full advantage of its entire operation, then all naval personnel will be properly served and the ship's service department will be fulfilling its mission."



ASHORE: Customers jam new ship's service store at the NATTC, Jacksonville, Fla.



AFLOAT: Rush hour at soda fountain operated by ship's service department in an aircraft carrier.

Official U. S. Navy photographs

What Happens When a DD Goes Down

Landsdale Survivors Laud Ship's Gunners, Skipper, Coast Guard

Survivors' accounts of the sinking of the *USS Lansdale* on 20 April in the Mediterranean by German torpedo planes were filled with praise for their Coast Guard rescuers, the gun crews aboard the doomed destroyer and their skipper.

Although their searchlights, sweeping the water as beacons for the swimming survivors, made them perfect targets for the enemy, the Coast Guard DEs stuck to their job for three hours, picking up survivors.

Said Lt. (jg) James E. Bever, USNR, of Bellingham, Wash., assistant communications officer aboard the *Lansdale*:

"I was at my battle station. Suddenly we saw two planes coming in from starboard, about 15 feet off the water. A torpedo whizzed past our bow — and a second later another one hit.

"The lights went out. I bounced against the rail, then back and my head hit the bulkhead. The lights came on again. Then there was a second explosion and the lights went out. This time, for good.

"The ship started to settle. Then the skipper's voice was saying, 'Prepare to abandon ship.' And believe me, he sounded calm. . . .

"Yeah, I know everybody says the same thing who has been on a deal like this, but I mean it. He (Lieut. Comdr. Douglas McK. Swift, USN, of Portsmouth, R. I.) was calm and so was everybody else. There wasn't any commotion or anything. Why, all this time those fellows on deck were shooting at the planes. They got the first one — the one that missed us with a torpedo. And another, too.

"We had colored mess attendants firing from one antiaircraft gun and they were firing while the decks were awash. Why, they were firing until they were ordered over the side."

Of the men on the antiaircraft guns, Lt. (jg) Frederick Gehlmann, USNR, of River Forest, Ill., said:

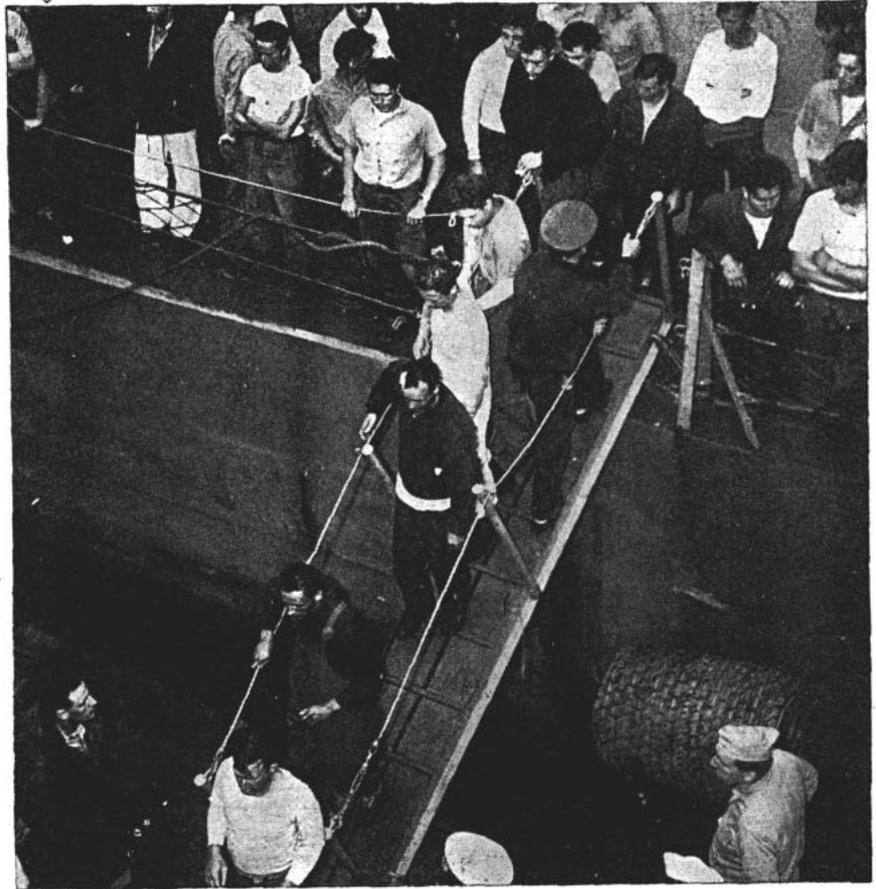
"Well, they just listened to the captain saying 'Abandon ship,' sort of half-mumbled 'Yes, sir' and went right on shooting, that's all."

Taking up the story again, Lieutenant Bever said:

"I was in the water about three and a half hours before a Coast Guard destroyer escort picked me up. And what service! Why one member of that crew jumped over the side as soon as he saw us. He swam around and pulled us over to the side of the ship and the rest of the crew hauled us aboard."



RESCUED by a Coast Guard ship, survivors are "aired" after removal of their oil-soaked clothing. The rescued men spent several hours in the water. Said one survivor: "Don't let anybody ever claim the Mediterranean is warm in April."



Official U. S. Coast Guard photographs
SAFE in a North African port, survivors leave a Coast Guard DE. Among them was the *Lansdale's* executive officer, Lieut. Robert M. Morgenthau, USNR, son of the Secretary of the Treasury. He's at lower left here, standing on dock, hatless and with hands in coat pockets.

Cruiser X COMES OF AGE



Salvos from the cruisers heavy guns test the ship for structural weaknesses.

Shakedown Cruise Is New Warship's 'Final Exam' Before She Joins Fleet

LET'S go aboard Cruiser X on her shakedown cruise.

An air of expectancy has hung over the ship for weeks. Everyone knows—or *thinks* he knows—when she will shove off, but only the skipper and his key officers know the itinerary, and they aren't talking.

The sounding of the ship's siren always is a prelude to something. In this instance the siren marks the departure on a cruise that will make or break our ship. Nothing so far has compared with this tense moment. Even the thrill of hearing the blast on the bugle signaling the first line is fast or the anchor let go after an extended cruise does not compare with this.

For this ship is our home, and we must prove the X worthy of becoming a combatant unit in the greatest fleet on earth. This will show whether our training has been adequate, whether we are good enough to man this mighty man o' war.

At last we cast off and head for an area that has been designated for our shakedown maneuvers. While there is little likelihood that any enemy submarines are lurking about, a man o' war never takes anything for granted. Watches are posted, in accordance

with the watch quarter and station bill.

The ship is scarcely under way when general quarters is sounded. Men scurry for their battle stations and, despite many previous practice drills, there is a certain amount of confusion. The general quarters lasts for several hours while divisions officers personally instruct every man in his duties. Each of us must know not only his own duties, but the duties of other shipmates nearby. If one man is killed or wounded, other men stationed near him must be able to take over.

Men must know the ship so thoroughly that they can find their way to battle stations in the darkness, or by the feeble gleam of battle lights. They must know every possible avenue of travel about their own parts of the ship, for an enemy shell may block a passageway or flood several compartments.

One of the first tests is for structural firing. It must be determined whether the cruiser can take the shock of her own gunfire before she practices dishing it out. One of the toughest strains a warship undergoes is caused by the salvos from her heavy guns. So the ship's heavy guns are trained at maximum elevation and fired in salvos at various angles. Per-

haps one forward turret is swung around to the limit of train and fired—testing the terrific blast effect on the superstructure.

After this structural firing practice, damage-control parties test every compartment to see if any weaknesses have developed.

Day and night the cruiser steams ahead on a zigzag course. There are a number of zigzag plans, and these are used alternately so that no sub could possibly forecast where the ship would be at a certain time. The navigator keeps a plot of the ship's course by dead reckoning and continually checks it by celestial navigation ("shooting" the sun or stars). During the entire cruise the navigator probably never is more than 10 seconds running distance from the pilot house. He sleeps whenever he can steal a few winks in the service bunk near the bridge.

Crewmen and officers alike soon learn that a shakedown is no picnic. From three to four general quarters are held every day, at least one of them each day always extending through the morning or evening twilight. The routine is "watch-in-three," but in their off hours the men must keep up their routine work. "Watch and watch" is seldom imposed except in known danger areas because it has been found that humans just can't take it; they get groggy after a few days.



SHELL HANDLERS must step lively to keep this 40-mm. "quad" firing continuously.

Official U. S. Navy photographs

There is firing practice nearly every day and battle problems to work out. The first lieutenant runs a problem involving damage control. For a half hour before, the time periods remaining before the zero-hour are announced over the public-address system. Then, at various times, the men are handed slips of paper containing the problem.

The problem notifies them of hypothetical shell hits, torpedo hits and other casualties which have occurred to the ship, each one involving a form of damage which will affect not only the local area hit, but the supply lines to other parts of the cruiser. All of these individual problems must be evaluated by the force in the immediate location and remedial action instituted, such as shoring up bulkheads, isolating portions of the ship, starting submersible pumps, counter-flooding, manual control of communications and powder and shell-handling devices, local control of individual batteries and turrets, etc. This indoctrinates all hands with the necessity for initiative and affords them a thorough grounding in what action will be necessary in actual combat.

The problem might simulate the approach of a squadron of torpedo and dive bombers from 40 degrees on the port quarter, flying at 20,000 feet. The anti-aircraft guns begin barking at imaginary planes and throw up a cur-

tain of flak. Then a torpedo wake is discovered, and the skipper orders "left full rudder." The cruiser avoids the first tin fish but another one, unnoticed, crashes into the port quarter below the water line.

Then it's up to the damage control officer to assess the damage and decide what's to be done. Several compartments must be closed off. Compartments on the starboard side may be flooded to correct the list. Electric power lines probably have been ruptured and must be repaired. Possibly fires have broken out.

Tugs or destroyers of the service command always are available in this area to tow targets for firing practice, and planes can be obtained to tow sleeve targets for anti-aircraft drill. Occasionally a five-inch gun will send up a star shell and the 40- and 20-mm. guns will cut loose, usually tagging the tiny parachute before it falls into the ocean.

The "black gang" always looks forward to the full-power run, which determines just how fast the vessel can travel under full power. All new ships have a certain rated speed. If they can attain that, they are acceptable to the Navy. In most cases new ships exceed this rated speed.

A full-power run in wartime starts with a four-hour period when the speed is gradually stepped up, then four hours at full power, and four

hours when the power is tapered off. Rules for full-power runs require that the ship generate its full rated horsepower over the designated period of time. The warm-up period is necessary because the new machinery cannot be subjected too suddenly to the tremendous temperatures and pressures of full power.

After some weeks of daily practice we head back to the fitting-out yard for the "final exam"—a full-dress rehearsal before a naval board of inspection. This time the battle problem is propounded by a board of inspection and no one, not even the captain, knows what it will be. Every effort is made to simulate actual battle conditions. The inspecting officers go about pulling switches, disconnecting oil lines, etc., during the battle.

A shell presumably has hit abreast No. 2 turret. Actually, a switch has been pulled, cutting off electric power to the turret, throwing out its control machinery and putting it out of automatic control. The turret officer quickly shifts to manual power, pointer fire, and local control if necessary.

On the bridge an inspecting officer points at a telephone talker, says, "You're dead." The man sits down, leaving his telephone unattended. Another telephone talker near him grabs up the telephone and handles both phones, one at each ear.

Suddenly the communication between the bridge and the engine room is cut off; so a chain of men is established to a point where the ship's service system is still operative. Thus the captain is able to transmit his orders and obtain such information as he requires until emergency communications are established.

These are only a few of the things a crew undergoes during the inspection. Upon the findings of the board rest the result of months of training and practice. Will we be found fit to join the rest of our fleet? All hands are strained, keyed to a pitch where the least dereliction on the part of one man brings down the recriminations of his shipmates. We realize that everyone makes mistakes, but we feel that nothing but the best is good enough for our ship.

The inspection is over. We have been tested in every way except under battle conditions. In leaving, the inspecting admiral congratulates the captain, tells him that he has a "clean, smart and taut" ship. In theory, we are outstanding. The days and nights of watches, hardships and drills have produced what everyone worked and prayed for.

In just a short time now we will be heading back out to sea—out to join the fellows who have been bearing the brunt of attack while we have been fitting out the X. Our reputation precedes us. We are welcome as a ship "ready, willing and able."

Solving a Battle Problem on Cruiser X

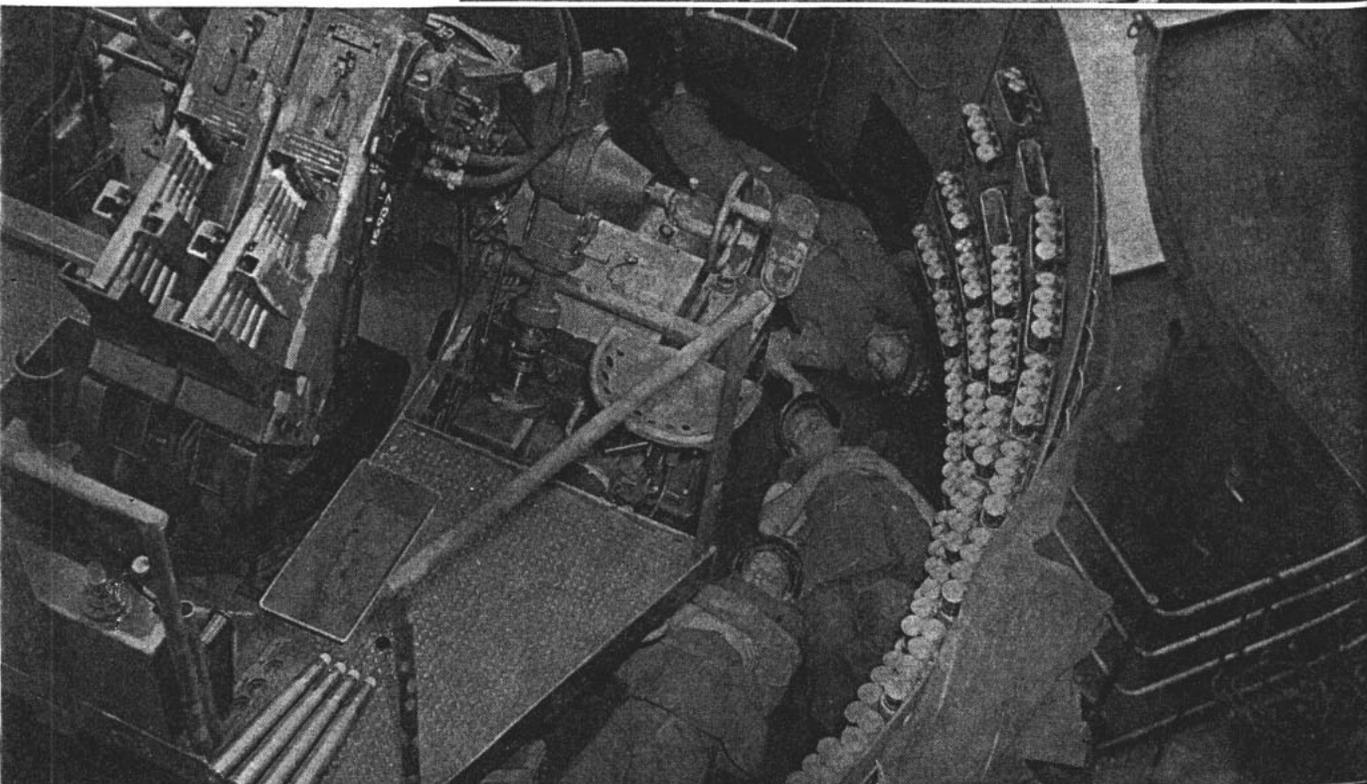


ABOVE: The gunnery officer issues final instructions to the ship's officers before a battle problem.

RIGHT: A bugler sounds general quarters over the PA system.

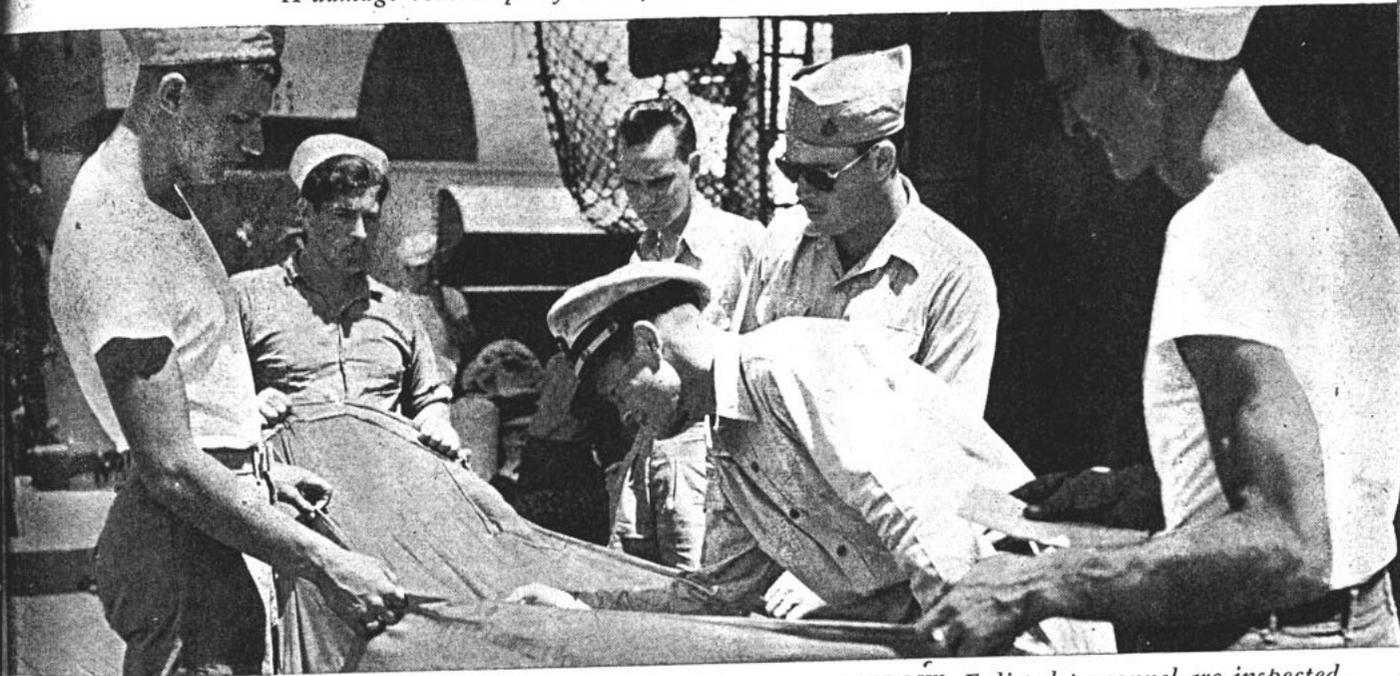
BELOW: This gun crew presumably was "knocked out" by enemy fire.

Official U. S. Navy photographs





A damage control party dons flash suits to fight an imaginary fire.



ABOVE: Gunnery officer examines a sleeve target.

BELOW: Enlisted personnel are inspected.





UPPER LEFT: Navigator and assistants taking noon sun sights

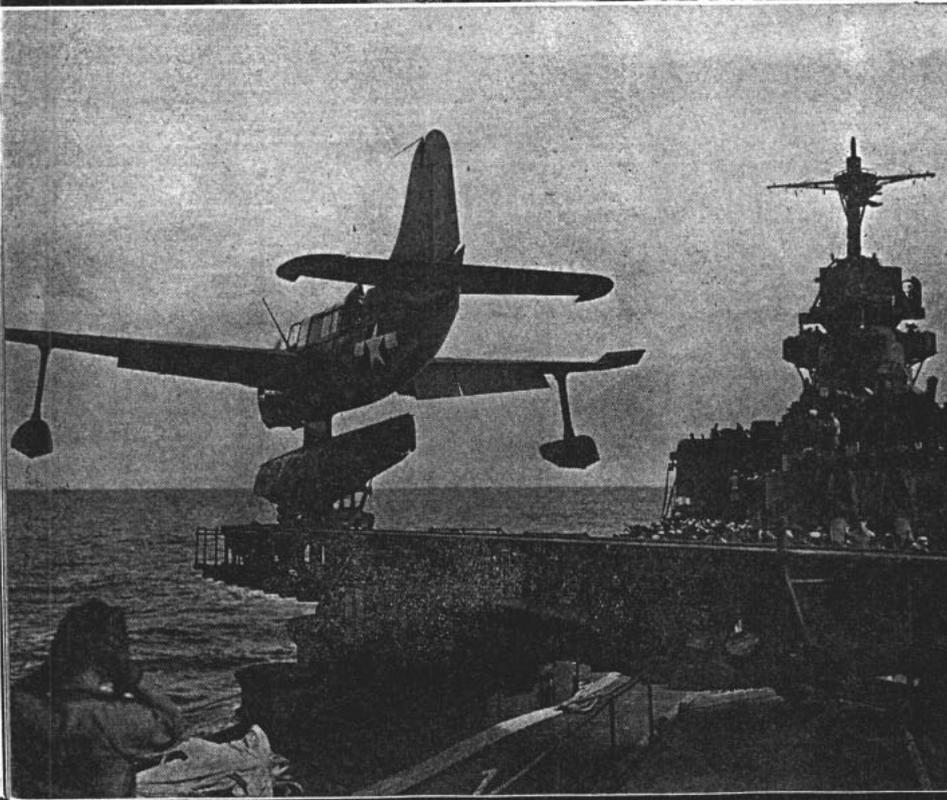
UPPER RIGHT: Taking an azimuth of the sun to determine compass error.

CENTER: One of the busy spots on the ship—the signal bridge.

LOWER LEFT: With flaps down, a plane is catapulted from the cruiser's stern.

LOWER RIGHT: The plane lands in the lee of the ship.

Official U. S. Navy photographs





Censoring outgoing mail is a chore of the junior officers.

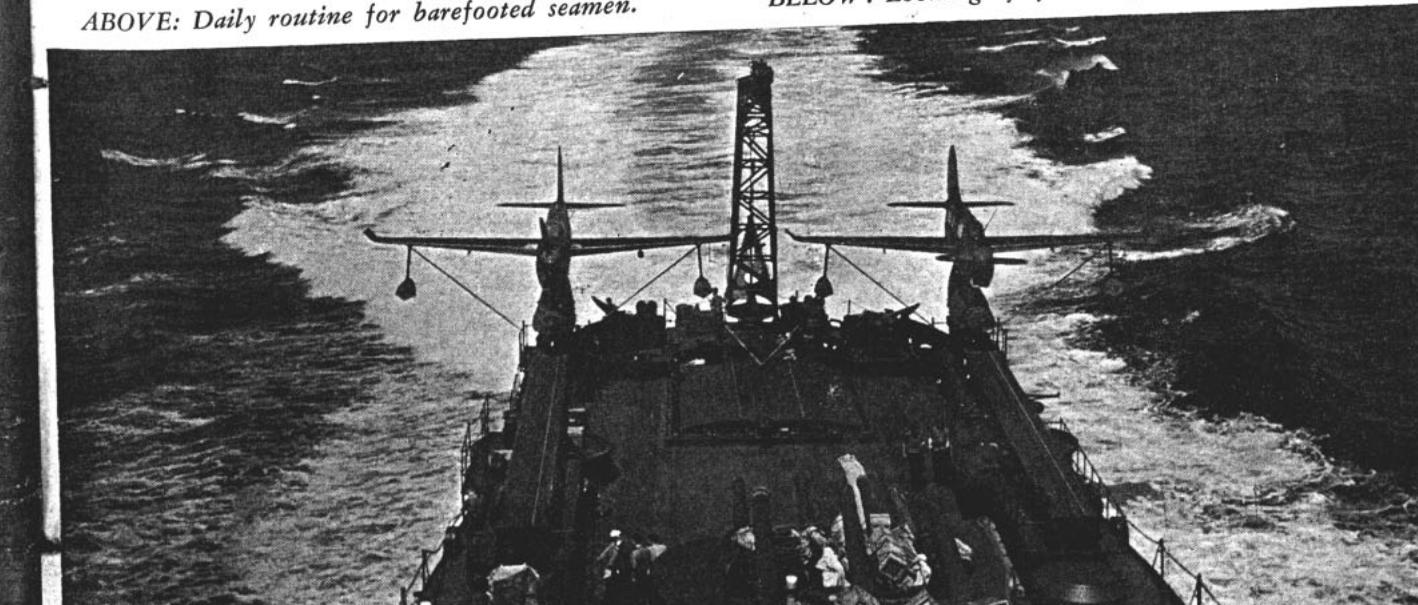


A sailor writes a letter home.



ABOVE: Daily routine for barefooted seamen.

BELOW: Looking aft from high in the superstructure.



AOL-AWOL

and What to DO About It Base Commanders give "cause and cure" opinions on the problem

The following article is the result of a letter written by a Navy yeoman, who was disturbed by the problem caused by shipmates going AOL and AWOL. He suggested several positive steps to counteract the problem. A copy of the letter was forwarded to the Commandant, U. S. Marine Corps, who sent copies to Marine Corps base commanders requesting comment. The answers were compiled into this article, reprinted here from U. S. Marine Corps Headquarters Bulletin.—ED.

WHY does a marine go "over the hill?"

What can be done about it?

A study of these two important questions, recently concluded by the

ity of analysis and agreement in the comments and suggestions.

Approximately seventeen causes for "Absent Over Leave," "Absent Without Leave" and finally "Desertion" were listed. And just about as many remedies were suggested or considered. Briefly, however, they could be classified as follows:

PRINCIPAL CAUSE: Lack of complete indoctrination, or "preventive measures"; and

PRINCIPAL REMEDIES: More thorough preliminary instruction and understanding, and a more strenuous combined hardwork and training program for offenders.

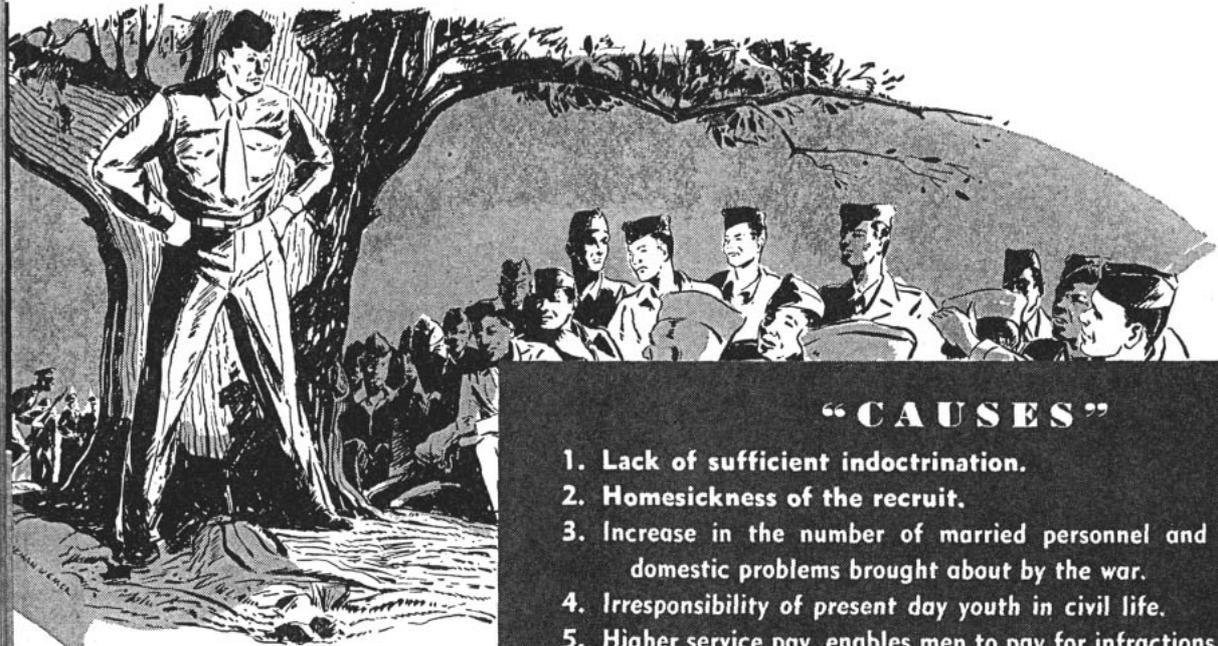
Most interesting and significant of all, however, is the fact that Head-

quarters records in the Discipline Division show that percentage of desertions have decreased tremendously in the past year, though the Corps has approximately doubled its strength.

Actually, there was a difference of only four (4) desertions in the corresponding period, during which the Corps had doubled in size.

No definite reason is forthcoming by authorities for the heavy decline in desertions, except that the average individual in the armed forces today is more deeply impressed by the overall picture of the progress of the war, and his own responsibility toward service.

The principal causes or contributing factors to any of the three offenses (AOL, AWOL and DESERTION)



commanding officers of the major Marine Corps bases in this country, throws light upon a situation which always will confront any military or naval organization, whether in peace or war. It also discloses some interesting facts regarding the decrease in desertions that have come to Headquarters' attention.

The reasons and the remedies—these were the two things studied. Years of experience in handling men, results of innovations tried by individual commanding officers, and a keen analysis of present circumstances and conditions affecting wartime service personnel were reflected in statements made by these commanding officers. While several vary as to causes and antidotes, there is a striking similar-

"CAUSES"

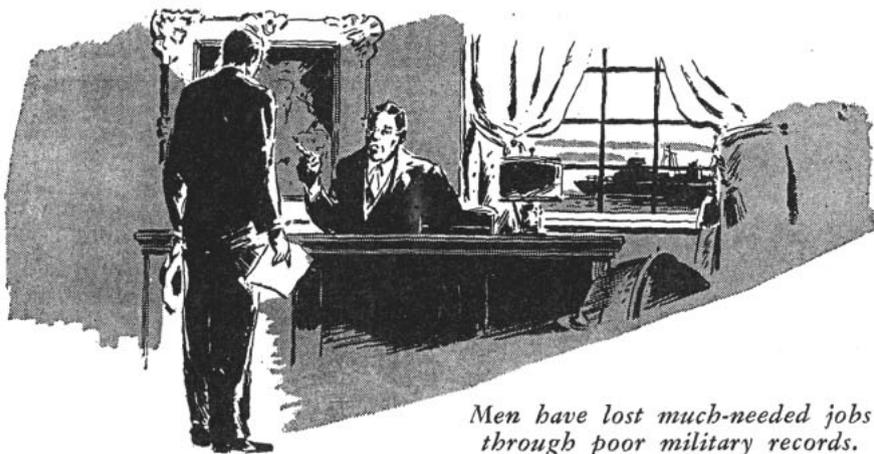
1. Lack of sufficient indoctrination.
2. Homesickness of the recruit.
3. Increase in the number of married personnel and the attendant domestic problems brought about by the war.
4. Irresponsibility of present day youth in civil life.
5. Higher service pay, enables men to pay for infractions of regulations.
6. Possible leniency in court-martial sentences.
7. Confinement unaccompanied by hard work or training.
8. Desire to avoid going into combat units.
9. Shortage of prison chasers to handle offenders.
10. Furloughs promised and not given.
11. Men about to go overseas "take off"
12. Insufficient publication of court-martial sentences.
13. Wartime transportation delays and difficulties.
14. Today's enlisted man still mainly a "civilian".
15. Applicants for leave not permitted to see C. O.
16. Men not knowing proper way to ask for leave.
17. Less patriotic attitude and obedience by some inductees.

were listed by commanding officers as shown in the panel on opposite page.

The large proportion of the comments received showed that the first two factors listed predominated. These overshadowed all others in the opinion of the reporting officers. Accordingly, the suggested "remedies" followed similar lines of thought; i. e., if the individual is properly and thoroughly trained and indoctrinated, he is not too likely to "shove off," or overstay his leave or liberty. Preventive rather than curative measures constitute the majority suggested, neither of these applying, however, to the small percentage of incorrigibles who get into every service, either in peace or war. "Remedies" suggested by these Marine Corps base and camp commanders are shown in the panel on this page.

One phase of insufficient indoctrination apparently is the failure to impress upon the individual the value of a clean military record in post-war civilian life. Too little is understood of the seriousness of military offenses, which at the time may seem trivial to the offender, but have a great effect upon both his future promotion and his complete record of service.

The Discipline Division at Headquarters has received hundreds of letters over a period of years from former members of the Corps who were discharged dishonorably or for bad conduct. The pleas of these men often are pathetic in their eagerness to "have the record cleared up," and indicate clearly the suffering brought not only to the offender but to his



Men have lost much-needed jobs through poor military records.

family as the result of such unfortunate facts coming to light. Others, who have thus far been able to keep their past a secret, live in constant fear that sooner or later the truth will out.

On the other hand, many a man has found an excellent military record the stepping stone to excellent civilian advancement. It is far easier to avoid the offense than the consequences thereof.

The subject of discipline—and punishment—always is a many-sided one. Too often "Discipline" is interpreted by the untrained individual as a restriction of his personal rights and privileges, rather than a highly necessary and often life-saving factor in his military education. Without discipline, troops in combat would be a rabble, readily routed by any well-trained, disciplined opponent.

Once discipline becomes second na-

ture to the individual, his training progress speeds up and his safety in battle becomes greater. And the adage of "as the twig is bent" applies most definitely to recruit indoctrination in this respect. Intelligent, "reason why" indoctrination is the only type which produces the proper results.

The pressure of wartime training naturally reduces the normal indoctrination time as scheduled in the days of peace. Men—and women—must be given the most intensive and practical training possible to fit the individual for a specific job in the shortest space of time compatible with results. One reason that the Corps had such individually well-trained men in other years was the fact that the entire organization was so small as to permit the individual to get personal attention from his drill instructors and company officers. Today, a platoon leader just about learns to know his men by sight and name when they are transferred somewhere, and he gets a new batch of recruits.

The days when the first sergeant and the company commander were the "momma and poppa" of the new recruit have long since gone by. Thus the homesick youngster who formerly could be "snapped out of it" by his more experienced superior non-com or commissioned officer, must battle his personal problem alone. Ever-present in his mind is the thought that sooner or later he is going overseas. Worry over what faces him there, or when and how he will return, stimulates his home-sickness to such a degree that he casts discretion and instruction to the wind and "takes off."

Then there is the first sergeant who hasn't the faculty of handling the youngsters—of guiding them and seeing that they are "mothered" a bit, yet within the bounds of discipline and military manliness. Many cases of AWOL could have been avoided had (a) the recruit been properly instructed as to how he should request leave, and (b) a first sergeant permitted the applicant to see the company commander, rather than arbitrarily dismissing the matter without inves-

"CURES"

1. Better indoctrination; more officer supervision of new men.
2. Judicious granting of liberty and furloughs.
3. Attention to the man's home problems.
4. Instruction to offenders serving sentences.
5. Distribution of printed matter on the subject.
6. Use of motion pictures to instruct on the subject.
7. Placards of warning displayed prominently in barracks.
8. Articles in station publications, newspapers.
9. Lectures and warnings immediately prior to liberty and leave periods.
10. Formation of disciplinary work-training units for offenders under sentence.
11. Hard work and extra duty after hours by offenders.
12. Wider publication of sentences awarded by courts.
13. Allow travel time in granting leaves and furlough.
14. "Crack down" on the "excuses" in AOL latenesses.
15. More severe sentences by courts-martial.

tigation of the merits of the request.

It is true that there are many more married men in both the enlisted and commissioned ranks of all services than ever before. Many are recently married, and their youthful brides are beset with all sorts of problems of domestic readjustment in which they must call upon the husband for advice or assistance. With family worries on his mind, many a new Marine has taken off without permission, or overstayed his authorized liberty or leave. Domestic problems are *not* an excuse—they are a condition calling for attention by the unit commander, and proper assistance and adjustment.

Much has been said about the present day "irresponsibility of youth"—yet when properly trained, whether in the home or the military establishment, the American youth is fundamentally a pretty good specimen. It is true that for a generation or two, in fact ever since the last war, conditions of prosperity and peace have contributed to some negligence on the part of parents in the supervision and disciplining of the young of the country. This condition, however, under proper training, indoctrination and military discipline, soon will be removed as a real contributing cause to absence over or without leave—and certainly desertion.

The fact that the average private of today gets more money than the non-com of a few years ago, and that monetary punishments in court-martial cases are thereby reduced in force proportionately, would appear to be a minor factor in the overall situation.

'DISHONORABLE DISCHARGE'



"I feel so ashamed when I walk along—their glances tell me that I'm not doing my share!"

The cure for a great deal of this reasoning ("I can take the extra time and afford to pay for it") is to point out to offenders that while they themselves do not suffer so much by loss of pay, their families or dependents receiving allotments most certainly do.

Bearing out the statements of the commanding officers as to the main reasons for absenteeism is the record that shows the majority of such cases, including desertions, come from the larger training camps and combat units in the country. A minority of these deserters or AWOL men result from the fact they expect to go to combat areas. Of this small proportion, the majority, apparently are those who, knowing their departure abroad is imminent, take off to see their folks for the last time. Troop movements towards embarkation points always will see a few disappearances of personnel, though even this is on the decline in recent months.

The case of the "promised furlough" not given is also a minor factor according to all available records. The liberty and leave policy of the Marine Corps has been greatly liberalized in this war, as contrasted with any other period in its history. Lack of definite understanding and instruction as to what liberty and leave a recruit can justifiably expect points again to insufficient sound indoctrination and training from the beginning of his military career. Scuttlebutt as to what other camps and bases are getting in the matter of liberty and leave, often resolves itself into definite statements by some men that a certain liberty and leave policy is in force—that they are "entitled" to such-and-such.

Whether or not any large number of men actually commit offenses deliberately in order to get into a disciplinary outfit or the brig to avoid (a) rigorous field training, and (b) overseas combat duty is problematical. Some camps have corrected a part of this attitude by making the prisoners work hard and train as well; sometimes working in hours when the rest of the camp is free. It is a known fact that some men, actually seeking swift transfer to combat units and overseas duty, have gone "over the hill" to report at a training center, expecting to be absorbed by a unit about to depart for combat zones. In order to discourage this sort of reasoning, such departing units are instructed to send the offender back to his own outfit, where he is punished accordingly, and also misses his chance of immediate transfer to combat duty.

The Army has established disciplinary training centers for handling the situation. One of these is in Casablanca, North Africa, where they work prisoners twelve hours a day and seven days a week—yet keep up mil-

DESERTERS LOSE CITIZENSHIP

What might at first appear a modification or lessening of the penalties for desertion in time of war—a recent amendment which confines this loss of citizenship to those convicted and dishonorably discharged from the service—actually will result in a more-rigid application of the penalties.

Public Law 221, 78th Congress, approved 20 January 1944, permits persons convicted of desertion, but restored to duty in time of war, to retain their citizenship. Others who were convicted and dishonorably discharged would automatically be deprived of citizenship.

Discipline Division, HQMC, points out that the loss of citizenship factor in all cases of desertion often led to two results:

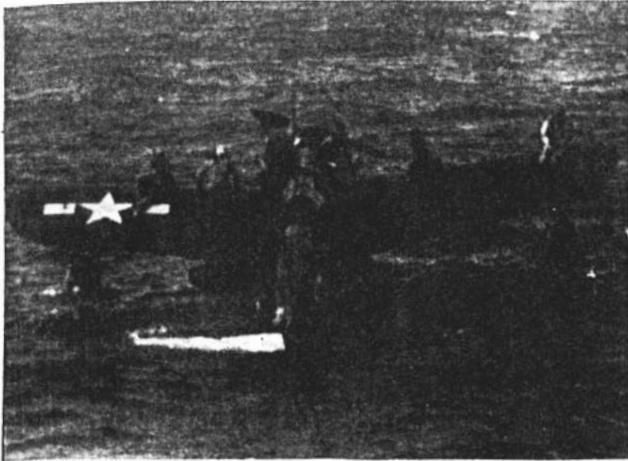
1. Men were sometimes not charged with desertion in time of war when they probably were guilty of it, due to an inclination to permit young and impressionable offenders to escape the dire consequences; and
2. Courts would find a deserter guilty in lesser degree than charged, out of sympathy for the young and impressionable recruits who were faced with the loss of citizenship.

Accordingly, the modification of the law governing the penalty for desertion in time of war (Nationality Act of 1940, Section 801-g) actually encourages court-martial to convict of desertion when such a verdict is justified by the evidence and circumstances other than possible loss of citizenship.

itary training so that the men will not have lost anything due to incarceration in the center. The Army authorities learned that if training and work routine were easy, the centers might become havens for those who wanted to escape either work, training, or danger. Each offender, arriving at the center, is given a trainee handbook which describes his duties and schedule, which goes from 0600 to 2200 every day of the week. For the slightest infraction, such as unshined shoes or a misplaced article, he is punished. The prisoner receives more than 60 hours weekly of infantry drill and training, regardless of what branch of the service he came from. In addition, he engages in work projects carried on in a separate enclosure, mainly at night, and under lights. If a clemency board approves, he is

(Continued on Page 49)

Submarine Rescues U. S. Flyers at Truk



1. Observation plane ferries rescued airmen toward sub.



2. Other fliers are hauled aboard Tang from raft.

ONE day last month the submarine USS *Tang* came home to Pearl Harbor with 22 guests aboard and one of the most dramatic rescue stories of the war. The guests were officers and men of carrier aircraft shot down at Truk during the 29-30 April raid on that big Jap base by Pacific Fleet task forces. The *Tang* had scooped them out of the sea almost under the muzzles of the Truk batteries.

On the first day of the action Lt. Comdr. Richard H. O'Kane, USN, skipper of the *Tang*, surfaced his sub off Truk and watched a flight of planes going in to attack. Soon he received his first radio orders to attempt a rescue off Ollan Island. Three fliers in a rubber raft were picked up. The *Tang* spent the rest of the day and part of the night on similar missions.

Overhead, search planes nosed around and pointed out rafts like hunting dogs, leading the submarine to the pickup.

Biggest take of the day was from a small float plane which had landed in the lagoon to pick up seven airmen. The plane taxied steadily for six hours waiting her turn on the *Tang's* crowded appointment list.



3. Sub sinks damaged rescue plane.



4. Skipper (cap on) poses on deck of submarine with rescued airmen.

Official U. S. Navy Photographs via A. P. Wirephoto

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

LETTERS TO THE EDITOR

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. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from the local commanding officer in all possible instances. Answers to correspondence addressed to the Editor will be through this column only.

JUNE 1944

NAVPERS-0

NUMBER 327

Secretary Knox and Secretary Forrestal

The sudden death of Frank Knox brought expressions of the greatest respect and affection from all quarters of the country. It was said that every officer and man in the great new Navy lost a friend, a friend who had the Navy's best interests at heart and worked unceasingly to bring our fleet to its present tremendous strength. There is little doubt that overwork contributed to the late Secretary's death, for he never spared himself when there was work to be done. It has truly been said he was a casualty of war. Admiral King paid him the Navy's highest tribute—"Well done."

No one could ask a finer monument than the Navy Frank Knox left behind. Our guns will give him the kind of salute he would have liked best—salvos poured on the enemy. The late Secretary's only regret would have been that he will not be on hand to see the victory.

The new Secretary, Mr. Forrestal, has been known as a highly efficient but modest executive with a desire for anonymity. In the last war he enlisted as a seaman second class and was trained as an aviator. He was appointed Under Secretary in 1940. The Senate Naval Affairs Committee approved his appointment as Secretary by unanimous vote. The Navy Department has lost one excellent administrator; it has gained another. A good man is gone, and he is deeply mourned. Another good man has stepped forward to man the station.

LOANS TO VETERANS

TO THE EDITOR:

Has the government made any plans to buy or help veterans buy homes when the war is over? As you know, most of us will have very little money.—W.L.A.

• A provision for loans to veterans for buying homes, farms or small businesses is contained in the "G.I. Bill of Rights" now pending in Congress. For developments, see "Legislative Matters of Naval Interests," page 66.—Ed.

LOSS OF CAMERA

TO THE EDITOR:

I've read in the BULLETIN that permission is being granted to take a camera overseas if it is turned over to the ordnance officer until you have left this country. Am I covered in any way in case of loss of my camera while it is in custody of the ordnance officer?—H.H.W., CM3c.

• No. A man is reimbursed for loss of a personal camera only under the following conditions: (1) When he is designated as official ship's photographer by competent authority, and (2) is authorized to use his own personal camera and equipment for that purpose.—Ed.

CAN'T TRANSFER TO NR

TO THE EDITOR:

May a man transfer from the regular Navy to the Naval Reserve?—P.B., S1c.

• No. It is not the policy of BuPers to discharge men from the regular Navy for the purpose of enlisting in the Naval Reserve.—Ed.

ALLOTMENT TO WAVE

TO THE EDITOR:

Is it possible to receive an allotment if you are a Wave and your husband is an officer in the Navy, and you are on duty at different stations?—W.M.M., S2c, USNR.

• Yes. Your husband may make a voluntary allotment in your behalf, if he wishes. However, he cannot qualify you as a dependent for purposes of drawing increased rental and subsistence allowances.—Ed.

WAGES OF SIN

TO THE EDITOR:

I served 30 days in the brig, also was fined \$54. My questions are these: (1) Will I have to serve that time in addition to my regular term of service? (2) Will I get the fine money back? (3) Will this spoil my changes of receiving an honorable discharge?—A.T.R., S2c.

• (1) No. (2) No. (3) No, but another conviction by general or summary court-martial would.—Ed.

REENLISTMENT ALLOWANCES

TO THE EDITOR:

If a regular Navy man does not reenlist upon normal date of expiration of enlistment and is therefore retained in his existing enlistment under Alnav 155-41 (15 Dec. 1941), is he allowed to reenlist at a future date (six months or a year after his agreed term of enlistment has expired) and still be entitled to reenlistment and travel allowances.—C.F.B. Jr., CY, USN.

• Yes. When a man does not agree to reenlist or voluntarily extend his enlistment

(Continued on Page 64)

LAST JULY

The Navy helped to land, support and supply the invasions of Sicily and of New Georgia in the Solomons. In Kula Gulf our surface units fought two costly but successful engagements with Japanese warships to protect advancing ground forces and block reinforcement of the threatened enemy garrison at Munda.



Quotes of the Month

• Rear Admiral Francis S. Low, USN, Chief of Staff 10th Fleet: "The Germans are now losing a ratio of more than one U-boat for each Allied merchant vessel they sink. How long Hitler can keep up this suicidal type of warfare—only Hitler knows."

• German prisoner, a former house-painter, at Anzio: "Well, anyway, I've got a better chance of getting my job back after the war than Hitler has."

• Maj. Richard Bong, Army ace who shot down 27 Jap planes: "I'm not really a good shot. Some of the Japs I shot down seemed to be just scared to death."

• Artemus L. Gates, Assistant SecNav for Air: "The Navy can operate on the sea, under the sea, in the air, in amphibious operations and on land. This force in itself can police the world."

1944 JULY 1944

SUN	MON	TUE	WED	THU	FRI	SAT
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

What will we do THIS YEAR?



21 April—20 May

- 21 April-13 May—USAAF, RAF average 3,000 sorties, 4,500 tons of bombs a day in raids on Axis Europe.
- 22 April—Allies land at Hollandia, Dutch New Guinea.
- 22 April—China-based U. S. bombers sink six Jap vessels off Indo-China.
- 23 April—U. S. forces occupy Ujelang in Marshalls.
- 24 April—U. S. heavy bombers make first land-based raid on Guam.
- 26, 29 April—One German, one Canadian destroyer sunk in English Channel engagements.
- 28 April—Chinese acknowledge Jap capture of Chengchow.
- 29 April-1 May—U. S. Pacific Fleet task forces batter Truk, Satawan, Ponape.
- 5 May—RAF dive bombers breach Pescara dam in Italy.
- 9 May—Red Army retakes Sevastopol.
- 10 May—Chinese begin drive toward northern Burma.
- 11 May—Allies open big offensive in central Italy.
- 14 May—Chinese report cutting Peiping-Hankow railway, taken five days earlier by Japanese.
- 14-15 May—U. S. planes drop 240 tons of bombs on Jaluit in biggest land-based raid in Marshalls.
- 17 May—U. S., Chinese troops capture Myitkyina airdrome in northern Burma.
- 18 May—Allies take Japs' Wakde Island airdrome and adjacent mainland in Dutch New Guinea.
- 18 May—Cassino falls to Allied push in Italy.
- 20 May—Allies announce carrier raid on Soerabaja, Dutch Indies, by forces of three Pacific theater commands.

THE MONTH'S NEWS

(Period of 21 April through 20 May)

Allies Open Big Push in Italy As Record Raids Hit Nazi Defenses; U. S. Pacific Forces Leap Forward

The War

The ravaging might of Allied air attacks from Britain was shifted last month from the industrial centers of inner Fortress Europa to the Nazis' western defense areas and supply lines feeding them. Day after day bombs fell at the fantastic average rate of three tons a minute. Now they were hitting railroads, airfields, troop concentration points and coastal regions. The change in target areas immediately set the jittery German radio and

propaganda sources to bleating daily and contradictory invasion predictions.

As 130,000 tons of bombs rained from the skies in 29 days, and some 700 Luftwaffe fighters plunged down with them, the Nazis turned in all directions at once to bolster their defenses. In Italy, where a new Allied offensive toppled Cassino and destroyed the defense line the Germans had held for three months, the Nazis undid one of Mussolini's proudest achievements by reflooding the Pontine marshes. In France and the other

captive countries new and vicious protective measures were taken against underground uprisings. Nazi fear and hysteria were evident everywhere.

German troops poised in the Atlantic Wall were ordered to destroy 300,000 tame rabbits lest invasion bombing turn them loose to set off booby traps and mines. In Norway the Nazis were reported retiring from strategic industrial plants and sacrificing manufacture there for safer areas. Norwegian, Dutch, Riviera, Balkan and "invasion coast" defenses



Official U. S. Navy photograph

RARELY SEEN smiling as he goes about the serious business of directing the world's mightiest sea force, Admiral Ernest J. King, USN, Cominchnav and CNO, here enjoys a hearty laugh at a reunion with several of his Naval Academy classmates. The picture was taken recently at NAS, New Orleans, by Ens. Gordon E. Winters, USNR, photographic officer there.

were being strengthened and examined as the German radio indicated that actual invasion was expected here one day, there the next.

The German guess that the new offensive in Italy was the first act of the invasion received some support from Gen. Sir Harold Alexander, Allied commander there, who said: "From east and west, from north and south, blows are about to be struck which will result in the destruction of the Nazis To us in Italy has been given the honor to strike the first blow."

The American, British, French and other forces in Italy struck that blow well. On 11 May the biggest Allied offensive of the Mediterranean campaign was launched from Cassino to the Tyrrhenian Sea with an earth-shaking artillery barrage. Previously, dive bombers had blown up the great Pescara dam and flooded Nazi positions along the Adriatic. An air offensive had so thoroughly disrupted Italian railroads that for more than a

month before the big push started the Nazis had been unable to utilize a single line for supply from northern Italy.

Offshore, U. S. and British cruisers and destroyers bombarded enemy positions, viaducts and roads. An advance of three miles was accomplished the first day. By 15 May the French unit had captured positions in the Garigliano sector and the Allied armies had cut deep gashes in the Gustav Line. Three days later the rubble of Cassino, the mountain town which had withstood a three-month siege, was ours.

As the Allies charged on at the inner Hitler Line of Nazi defenses, some 500,000 Italian refugees swarmed into Rome. The Nazis admitted more tactical withdrawals for more fluid defense according to prearranged plans, etc., etc. By 20 May, the Allies had cracked the Hitler Line and the Nazis in some sectors were reported in broken, disorderly retreat.

Warning of impending invasion from the west, the German radio predicted that 80,000 airborne troops would act in concert with 50 divisions striking from Britain. On 20 May, as General Eisenhower's Allied Expeditionary Force headquarters began broadcasting instructions direct to underground workers in the slave countries, 6,000 Allied planes dropped a record 8,000 tons of bombs on Germany's western defenses.

In the South Pacific, the Allies turned their growing power and superior equipment against Jap bases on Dutch New Guinea. On 22 April, following a conference between Admiral Nimitz and General MacArthur, amphibious forces and Army troops of the Southwest Pacific command landed at Hollandia and Aitape under cover of carrier forces of the Pacific Fleet. Six days later our planes were operating from former Jap airfields at both bases.

On 18-19 May the Allied forces leap-frogged another 125 miles up the coast to pick off the Jap's Wakde Island bomber field and occupy the adjacent mainland area. At Wakde the Allies were only 1,000 miles from the Philippines.

Bombers leaped ahead of the advancing land forces, and on 17 May carrier forces of the Allied Southeast Asia, Southwest Pacific and Central Pacific commands joined for the first time to inflict heavy damage on Japan's principal Dutch East Indies base at Soerabaja.

Meanwhile, the air and naval assaults against all remaining Jap bases in the South Pacific were stepped up. In New Guinea veteran American and Australian jungle fighters were amazed at the willingness with which some cornered Japanese surrendered.

In the Central Pacific, it was announced, 1,000 or more planes were taking part in the rapidly spreading and intensified daily raids against the Japanese from the Kuriles to Truk and the Marshalls.

Naval task forces on their way back

CASUALTY FIGURES

Casualties among naval personnel through 20 May totaled 45,211. Totals since 7 December 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	14,712	4,074	8,053	2,510	29,349
U. S. Marine Corps....	4,513	7,956	799	1,943	15,211
U. S. Coast Guard....	338	94	219	0	651

Total 19,563 12,124 9,071 4,453 45,211

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

New Destroyer Named Frank Knox

A new destroyer under construction at the Bath Iron Works Corp. shipyard at Bath, Me., will be named the USS *Frank Knox* in honor of the late Secretary of the Navy. Mrs. Knox has been named sponsor of the 2,250-ton vessel, which will be launched on 10 September.

from the Hollandia operation stopped off at Truk long enough to pound that bastion with 800 tons of bombs from carrier planes in two days and destroy 131 enemy planes. Two other Japanese bases along the way were also bombed, and shelled by our warships.

Truk, Ponape, Nauru, Shimushu, Paramushiru and the remaining battered Jap bases in the Marshalls were getting an almost daily pounding from land-based planes, which also raided Guam. A record 240 tons of bombs were dropped on Jaluit in one attack.

On May 9 it was revealed that Admiral King, Admiral Nimitz and Admiral Halsey were meeting in San Francisco. Such conferences regularly have been followed by bad news for Tokyo. Other naval spokesmen said the Pacific offensive would not wait on victory in Europe.

The Navy Department and the British Admiralty announced during the month that their submarines had sunk 31 more Jap ships, including a light cruiser and three destroyers.

The surging Red Army had cause for special rejoicing in May. On the 9th Sevastopol was reoccupied after a three-day battle. The fall of the great Black Sea port meant that the Nazi at last had been completely cleared from the Crimea. The Germans had battered their way into Sevastopol in 1942 after a bitter and bloody 250-day siege. That siege cost them 150,000 men in the last 25 days alone, the Russians said, and 60,000 Nazi dead were claimed in the latest battle.

The Germans learned some of the bitter lessons of Dunkirk as they tried to evacuate Sevastopol. The Russian Black Sea fleet and air arm raised havoc with ships that attempted to remove men and materials, sinking 11 fully loaded vessels in one day alone.

During a comparative lull in ground fighting on the central front, Red bombers struck deep along German supply lines.

There was mixed news from the China-India-Burma theatre. A major Japanese offensive in central China threatened to break into the western regions developed by the Chinese after their withdrawal before the invaders early in the war, and for a time the Japs succeeded in joining their northern and southern fronts by seizing all the Peiping-Hankow railway.

But to the south, in Burma, progress was made toward reopening a land route from the outside world for the supplies China's armies need to hold off the Japs.

There, by 1 May, American-trained Chinese troops had fought to within 10 miles of the strategic city of Mogaung. Ten days later 20,000 Chinese troops crossed the Salween River in a westward drive to unite with the others and nip off the northern tip of Burma—region of the Burma road. The drive was called the first important Chinese offensive since the start of the Sino-Japanese war in 1937.

Still farther south Brig. Gen. Frank Merrill and his Marauders seized Myitkyina airfield on 18 May, taking the Japanese completely by surprise. The forces swept upon the field and to the town of Myitkyina, largest in northern Burma, after a 20-day march through tortuous mountain territory. In India the Japanese invaders remained stalled.

Meanwhile, the Allies were getting tougher and tougher with neutrals who deal with the enemy. Spain agreed to evict Axis agents and diplomats from Tangiers and to cut wolf-ram exports to Germany. Sweden and other neutral countries received firmer Allied demands to quit supplying the German war machine.

On 10 May Britain announced a sea victory of supply. In the last six months, it was revealed, more than 1,250,000 tons of war equipment and material had been conveyed to Russia. This figure represented 98% of the total which started out for Russian ports, a vastly improved rate of delivery over the early months of U-boat successes. Later, on 19 May, the British announced that 250,000 tons of materials had been landed in Russia by a single convoy whose escort ships and planes sank two U-boats.

Navy News

- How two destroyer groups teamed up to destroy all the ships in Kavieng harbor recently was revealed last month by the Navy. One was given the assignment of steaming directly into the harbor from one direction, while the second waited at the back door. The first group sank a 6,000-ton merchantman on the way to Kavieng and destroyed two more merchant ships and a tanker in the harbor. Three other ships that fled by the back door, as anticipated, then were sunk by the second destroyer group as the first turned its guns on Jap installations ashore.

- On 29 April the 27,100-ton aircraft carrier USS *Bon Homme Richard* cleaved the waters of New York's East River—the 13th ship of the *Essex* class launched since Pearl Harbor. Forty thousand persons cheered as the \$60,000,000 CV was christened at Brooklyn Navy Yard by

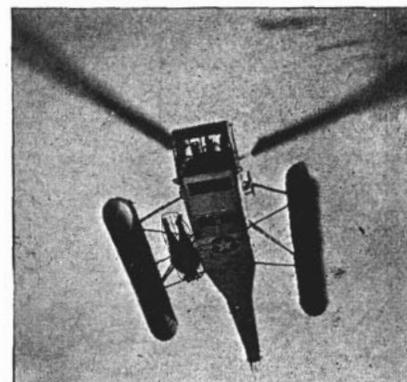
'Mercy' Mission



1. Coast Guard helicopter "sits down" on water beside liferaft in simulated rescue at sea.



2. Seaman crawls to litter on float gear.



3. Plane takes off and heads for land.



Official U. S. Coast Guard photographs
4. Pharmacist's mates unload "victim."

Mrs. John S. McCain, wife of the Deputy Chief of Naval Operations (Air). Named for the frigate of the Continental Navy made famous by Capt. John Paul Jones, the new carrier was launched 14 months after work on her was begun (average pre-war carrier-building time: about 23 months). The new flat-top (about 850 feet in length compared with her namesake's 74-foot keel length) will carry some 80 aircraft at a top speed of over 30 knots.

• The Navy V-mail system, two years old this month, has expanded to the point where more than 7,000,000 pieces of V-mail are handled monthly, an increase of 560% in the last nine months.

Since the joint introduction of V-mail by the Army and Navy, 453,000,000 V-mail letters have been delivered overseas—and not one has been lost. All original V-mail letters are kept at the port of embarkation until film arrives at its destination; if a plane flying V-mail is lost, either by accident or enemy action, the missing film is reported at once, the letters are

rephotographed and the microfilm sent on its way by the next plane.

V-mail has top priority over all other types of personal mail and is never left behind.

When V-mail is used, two transport planes can do the work of 100 similar planes carrying the same number of standard and airmail letters. If everyone had used V-mail since June 1942, enough space would have been saved to send our forces 1,323,809 extra units of blood plasma, 2,298,280 extra units of K-rations or 62,209,392 extra rounds of .30-caliber cartridges.

• A Marine flyer was picked up recently off the coast of Southern California in the first "sea to airship" rescue in naval history. The *K-59*, a non-rigid airship commanded by Ens. Lowell E. Buys, USNR, was guided to the scene of a torpedo-bomber crash by planes and spotted the two marines on a life raft. One of the men appeared to be badly hurt. While the blimp hovered 25 feet above the raft, a parachute harness was lowered to the uninjured survivor, T/Sgt.



Rescued pilot being transferred from airship cabin to ambulance.

James W. Laing, who strapped the injured pilot, 2nd Lt. Harvey Medcalf, in the harness. Within one hour and 20 minutes after the raft was first sighted, Lieutenant Medcalf was ashore and on his way to a hospital and a surface vessel was on the way to pick up the other survivor.

• Names of nine escort carriers have been changed by the Navy to perpetuate the names of successful battles and actions. They are:

Former Name	New Name
<i>Bucareli Bay</i>	<i>Kwajalein</i>
<i>Chapin Bay</i>	<i>Admiralty Islands</i>
<i>Didrickson Bay</i>	<i>Bougainville</i>
<i>Dolomi Bay</i>	<i>Matanikau</i>
<i>Alava Bay</i>	<i>Ro'i</i>
<i>St. Andrews Bay</i>	<i>Gilbert Islands</i>
<i>Willapa Bay</i>	<i>Cape Gloucester</i>
<i>Totem Bay</i>	<i>Vella Gulf</i>
<i>Frosty Bay</i>	<i>Siboney</i>

The Navy also recently announced the naming of two other carriers for engagements in the present war. A large carrier under construction at the Navy Yard, Norfolk, Va., will be christened the *USS Tarawa* and an escort carrier has been named the *USS Makin Island*, both in commemoration of the victories over the Japanese in the Gilbert Islands last fall.

An American airfield at Eniwetok in the Marshalls has been named Stickell Field in honor of the late Lieut. John H. Stickell, USNR, who was killed last December in a daring attack on Jap installations at Jaluit.

• Thirty-six per cent of the civilians employed in the major continental naval air stations, as of 1 March, were women. They comprised 68.5% of all the clerical and technical workers, and 51% of the semi-skilled workers. Men still predominated in the skilled trades and as mechanical supervisors. • Upon reaching the age of 64, Maj. Gen. Emile P. Moses, USMC, has been placed on the retired list and relieved as commanding general at the recruit training center, Parris Island, S. C. He has had 40 years' service in the Marine Corps. His successor is Maj. Gen. Clayton B. Vogel, USMC, formerly commanding general of the Fleet Marine Force, San Diego, Calif.

Quick Thinking Saves Planes to Fight Again

Three planes that would have been lost but for the courage of their pilots are in the thick of the Pacific fight today.

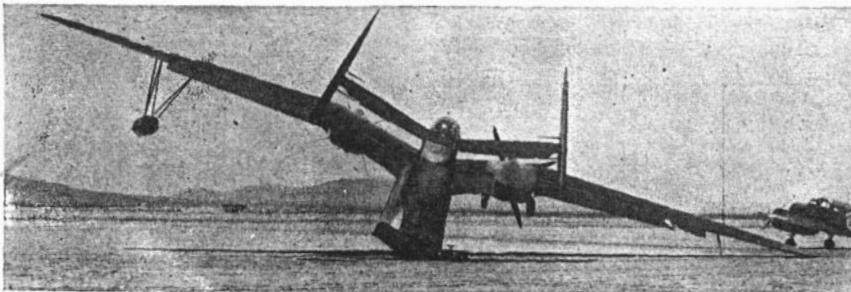
A Dauntless dive bomber, piloted by Ens. John T. Gildea, USNR, was damaged by antiaircraft fire in the Central Pacific and the pilot severely wounded in the thigh. His radioman-gunner, George E. Kapotas, ARM1c, USN, swung his seat around, inserted the control stick in the socket and took over before the plane could go into a spin. Kapotas brought the plane back to the carrier but he didn't know enough about flying to land the dive bomber on the carrier deck. Ensign Gildea summoned enough strength to take over the controls and make the landing, but the moment the wheels touched the deck he cut the switch and lost consciousness.

Lieut. Scott S. Fitzgerald, USNR, was piloting a Martin Mariner on a delivery flight to the Pacific when an oil line burst and cut off one of the two engines. The plane was over an Arizona desert basin, surrounded by

6,000-foot mountain peaks which were too high to fly over on one motor. Lieutenant Fitzgerald ordered cargo and extra fuel jettisoned, then eased the 20-ton flying boat onto a dry lake floor. The keel cut into the sand and gouged a path. One wing tipped and swung the boat around, but the Mariner lost speed and slid to a stop.

Capt. Garth Thomas, USMCR, drove his Grumman Avenger so low over an enemy target during a recent South Pacific raid that his plane was damaged by fragments from an exploding 2,000-pound bomb dropped by a preceding plane. As a result, one of a cluster of four bombs released over the target had not dropped out of the bomb bay and was rolling around loose. The bomb bay doors would open only eight inches—not enough to jettison the bomb. Captain Thomas ordered his two crewmen to bail out over an island plantation, and then radioed his base that he was coming in with a live bomb. Then he brought the plane in with a gentle landing. A bomb disposal crew did the rest.

Official U. S. Navy photographs



Giant seaplane after landing safely on dry lake bed.

● Nearly one-half the uniformed personnel now on duty in the Navy Department, Washington, D. C., are officers and enlisted women of the Women's Reserve. Since late 1942, when the first 300 Waves reported for duty, they have released thousands of officers and men for duty at sea or overseas.

On 31 March 1944 enlisted women outnumbered enlisted men more than 2 to 1. In BuPers and in the Communications Division of Naval Operations the ratio is even higher—3 to 1. A year ago the ratio in the Navy Department was six enlisted men for every enlisted woman.

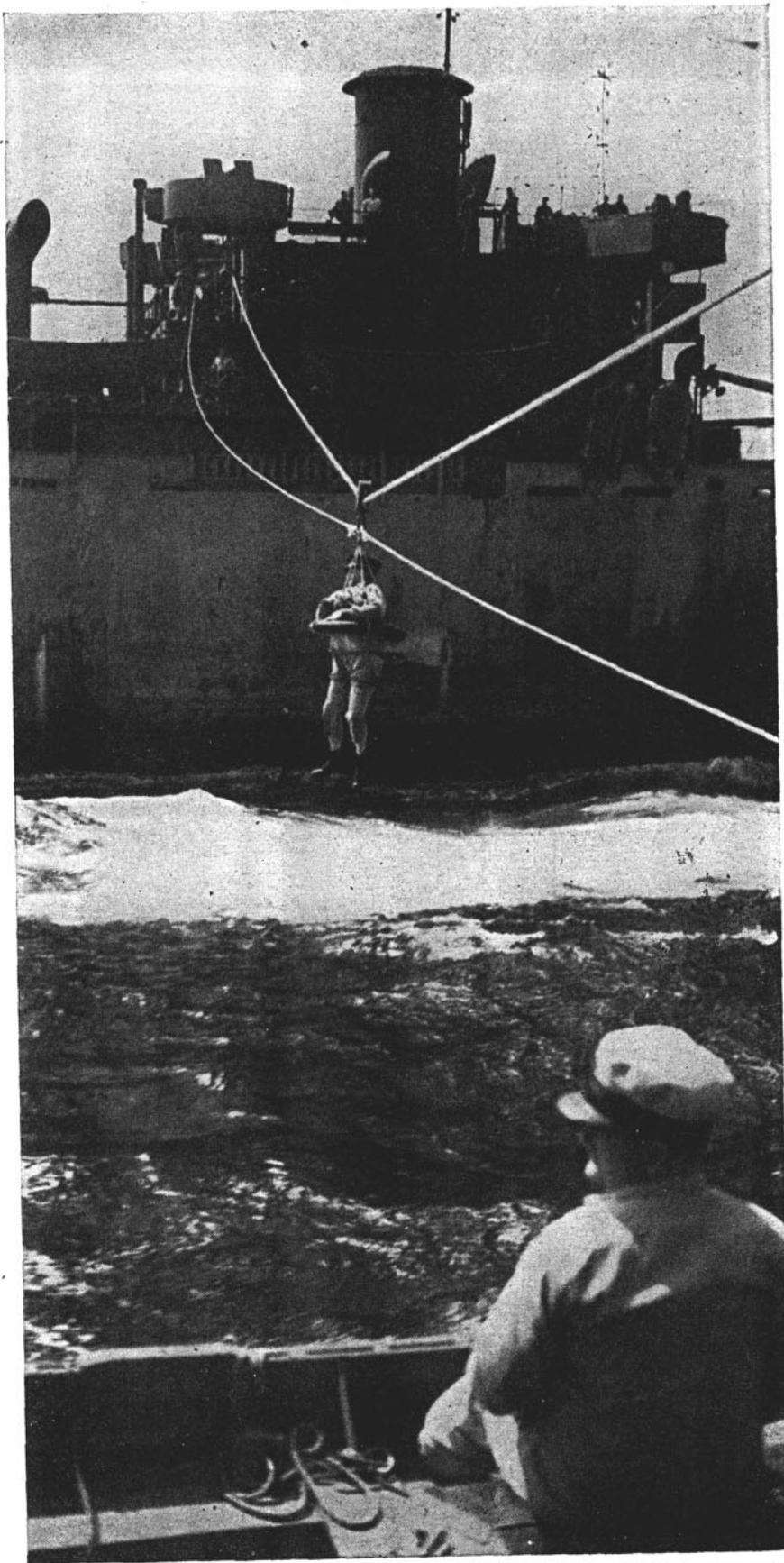
Male officers outnumber women officers in the ratio of 3 to 1. A year ago the ratio was 7 to 1.

● Forty-eight survivors of a WSA troop transport sunk in the Pacific were rescued recently by a Naval Air Transport Service flying boat operated by a Pan-American Airways crew. The NATS plane, a Martin Mariner, arrived at a Pacific base on a regular trip with Navy supplies just as word came of the loss of the transport. Quickly unloading his cargo, the commanding officer of the flying boat explained the hazardous nature of the rescue flight and asked for volunteers. Every member of the crew stepped forward, but three were left behind to reduce weight. Survivors were sighted clinging to pieces of wreckage in a sea with swells from 10 to 15 feet high. The rescue plane came down safely and took aboard 48 exhausted and oil-covered men. Taking off at a speed of 55 knots, the 23-ton craft bounced five or six times off the crest of swells and finally became airborne.

● Maj. Gen. Joseph C. Fegan, USMC, has been placed in command of the Marine Corps Department of the Pacific, with headquarters at San Francisco, Calif. He replaces Maj. Gen. John Marston, USMC, who is now commanding the Marine base at Camp Lejeune, N. C. Another shift has placed Maj. Gen. Francis P. Mulcahy, USMC, in command of the Marine Fleet Air, West Coast, with headquarters at North Island, San Diego, Calif.

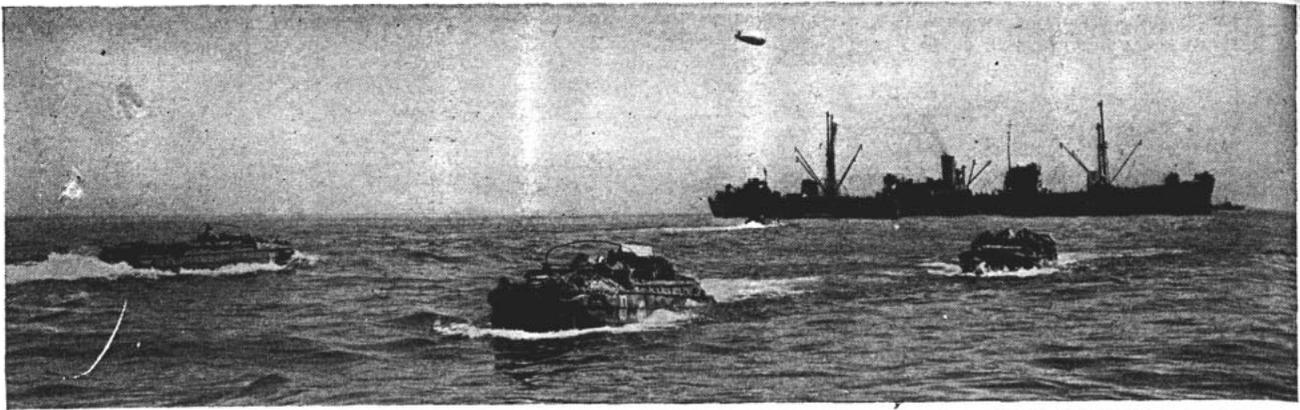
● War bond purchases by naval personnel in April 1944 totaled \$29,503,388 in comparison to \$21,675,573 for April 1943. Naval training centers and naval air stations led for the fourth consecutive month. Training centers had 92.7% of civilian personnel investing 21.3% of gross pay, while air stations had 96.5% investing 13.1%. The civilian participation for the entire naval establishment was 93.1%, and pay participation, 12.1%.

Of the April sales, \$17,054,494 represented purchases by civilian personnel under the payroll savings plan, and \$9,977,794 were allotment purchases by uniformed personnel of the Navy, Marine Corps and Coast Guard.



Official U. S. Coast Guard photograph

WITH THE GREATEST OF EASE a stricken merchant seaman rides through the air via breeches buoy from a cargo vessel to a Coast Guard combat cutter in the Atlantic. Because sea was too rough for boat, Coast Guardsmen fired a line to freighter and rigged buoy for sick man.



Official U. S. Navy photographs

Amphibious trucks ply between Anzio beach and ship with supplies for Allied troops below Rome.

Bond allotments increased to 1,583,942 in effect as of 30 April 1944.

The Tenth Naval District and Navy Department personnel at Washington won the Secretary's War Bond Honor Flag in April, maintaining the minimum requirements of 90% employee participation and 10% pay participation for two consecutive months.

- Because the loss of fighter planes has been one-third less than was anticipated, the Navy has reduced its orders for this type and still will be able to maintain the maximum over-all goal of Navy planes fixed last year as the force necessary to accomplish

the Navy's war tasks. Production will be continued on a scale to maintain strength at that level. Because of thoroughness in the training of Navy pilots, relatively few naval fighter planes have been lost in routine handling. Also, in actual combat, even more favorable results have been obtained than had been indicated by early estimates.

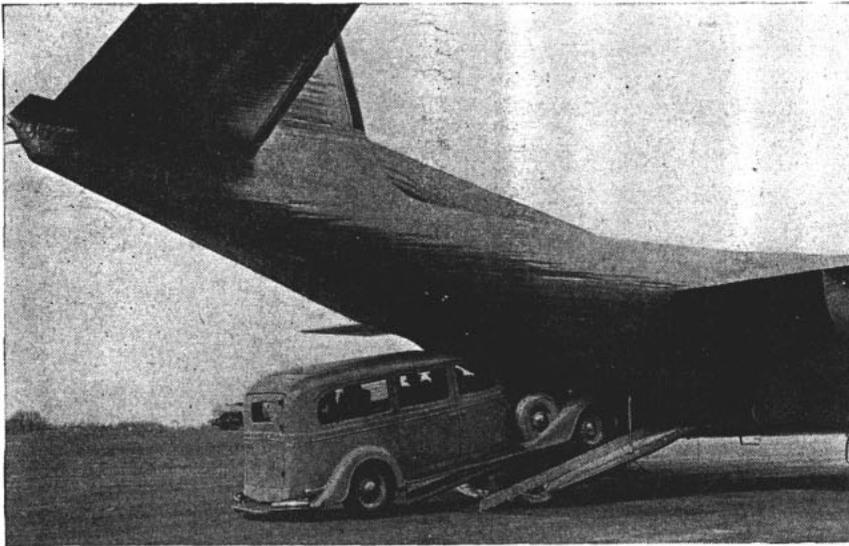
- The *uss Wakefield*, the former \$10,000,000 luxury liner *Manhattan* which was bombed and blasted by the Japs at Singapore, is back on the job again transporting thousands of American troops to war zones. When the crippled

giant was towed into Boston Navy Yard, only the most optimistic believed she could be rebuilt. Little but a flame-seared hulk remained, but naval officers and civilian workmen took over and now have remade the liner into virtually a new ship. It is manned by a crew of Coast Guardsmen, many of them veterans of the African, Mediterranean and South Pacific campaigns.

- A newly developed water injection device for giving an extra burst of power to airplane engines recently saved the life of the Navy's top-scoring fighter pilot. Lt. (jg) Ira C. Kepford, USNR, who has 16 Jap planes to his credit, revealed how he utilized the invention to elude three Zeros that got within range on his tail. The device, which has been installed on certain Navy planes with Pratt & Whitney 2,000-horsepower engines, sends a tiny jet of water squirting into the fuel mixture. This has the same effect that a heavy fog or damp night air sometimes has upon automobile motors. The heated engine runs more smoothly and produces a surge of considerably more power and speed, which may be just the margin to save a pilot's life.

- Lt. Comdr. Tova P. Wiley, assistant director of the Women's Reserve, has been promoted to commander, thus becoming the first officer of the Women's Reserve to hold this rank.

- Seabees who landed on Los Negros Island to rebuild the Momote airfield toiled with bulldozers by day and took up their rifles at night to help Army assault troops repulse three Jap counterattacks. Work was begun on the bomb-blasted airstrip the morning after the Seabees landed. They estimated the field would be ready for light aircraft within eight days; actually it was ready in six. During four of the six days the Seabees were the targets of sniper fire. They found it necessary to mount an armed guard on each bulldozer to protect the operator. Seabee casualties were one officer and nine enlisted men killed, one officer and 44 enlisted men wounded.



An ambulance rolls up into the Conestoga's cargo compartment.

Navy Accepts First Stainless Steel Plane

The Naval Air Transport Service has received the first large-size plane of stainless steel construction ever put into production—the Budd Conestoga. It also is the first plane obtained by the Navy which was designed especially for cargo carrying. Other Navy cargo planes are adaptations of combat or passenger types.

The Conestoga is a high-wing mono-

plane, 68 feet long, with a 100-foot wingspread, and is powered with two Pratt & Whitney engines with a take-off power of 1,200 horsepower each. Cargo capacity is 10,400 pounds. The plane will carry one ambulance or two jeeps. The cargo compartment is 25 feet long, eight feet wide and eight feet high. It may also be fitted with 24 seats, or it will carry stretchers for 24. Cruising speed is 165 miles an hour. Except for plywood doors and floor, the plane is constructed entirely of stainless steel.

● By salvaging food refuse—garbage, grease and bones—the Navy will realize about \$1,500,000 during 1944. Hog raisers will pay the Navy \$750,000 for garbage collected from mess halls, grease from Navy galleys will bring in about \$525,000, and bones—used to produce soap fat, glue and fertilizer—will bring approximately \$225,000.

● Lacking the necessary piping to complete the plumbing of a new 1,500-bed hospital on Munda, Seabees salvaged Japanese antiaircraft shell cases and used them to install a 2,000-foot brass drainage system. The base of each shell casing was cut off and the resulting tubes were telescoped and welded together. The bases were turned into ash trays for use in the hospital.

The Home Front

Regular payroll war-bond buyers have jumped from 700,000 three weeks after Pearl Harbor to 23,000,000 in 1944, according to latest Treasury Department reports. Bond deductions amount to \$435,000,000 monthly now, compared with \$5,000,000 then.

Treasury estimates showed seven of every ten civilians with a job were putting some part of every pay check into war bonds, with workers in industries largely converted to war production leading in per capita and percentage purchases.

* * *

War production note: Since 1940 American women have produced 5,000,000 babies over and above the normal output for a four-year period. The War Mobilization Board pointed out that the figure is equal to half the total in the armed forces.

* * *

A 100-year search for synthetic quinine came to a successful end early last month when two 27-year-old chemists solved the problem in the laboratories

of Harvard and Columbia universities. Because the Japanese conquest of Java two years ago cut off the Allies from virtually all natural supply of that anti-malaria weapon, the discovery by Drs. Robert B. Woodward and William E. Doering may have a military significance comparable to the perfection of synthetic rubber.

* * *

On 12 May an Army P-51 Mustang, fully equipped for battle, was flown from California to New York in 6 hours, 31½ minutes. The fighter plane thus broke the transcontinental record set the previous month by the huge Lockheed Constellation, which flew from California to Washington—200 miles less—in 6 hours, 58 minutes. The Mustang set the new record despite a six-minute stop at Kansas City. A sister plane, which took off a minute before the record breaker, came in seven minutes later.

* * *

The War Production Board selected more than 1,000 hospitals in America as depots for the limited supply of penicillin available to civilians. The promise of "an adequate supply of the priceless drug for both military and civilian needs within six months" was made by military doctors and by Dr. Alexander Fleming, discoverer of the "wonder drug."

* * *

The Allies have named a military commission to protect and save for posterity all priceless art which may fall to the Allied forces during invasion. Centers of art treasures in the line of battle will be spared whenever possible.

* * *

The United States and Great Britain, toughening toward neutrals who deal with the enemy, warned 1,500 business establishments in neutral Europe that sanctions might be maintained against them indefinitely after the war unless they stopped commercial transactions

with the Nazis. About 5,000 firms in Europe have cooperated so far with the Allies, it was revealed, and even more have kept to a satisfactory middle course.

* * *

In Los Angeles, Superior Judge H. M. Willis awarded damages of \$8,170 to a radio actress injured while jitterbugging with "a love-maddened marine" in a canteen. The judge analyzed "jitterbug" as a combination of extreme nervousness and lunacy. He said jitterbugging constitutes "a real danger for one not skilled in its gyrations."

* * *

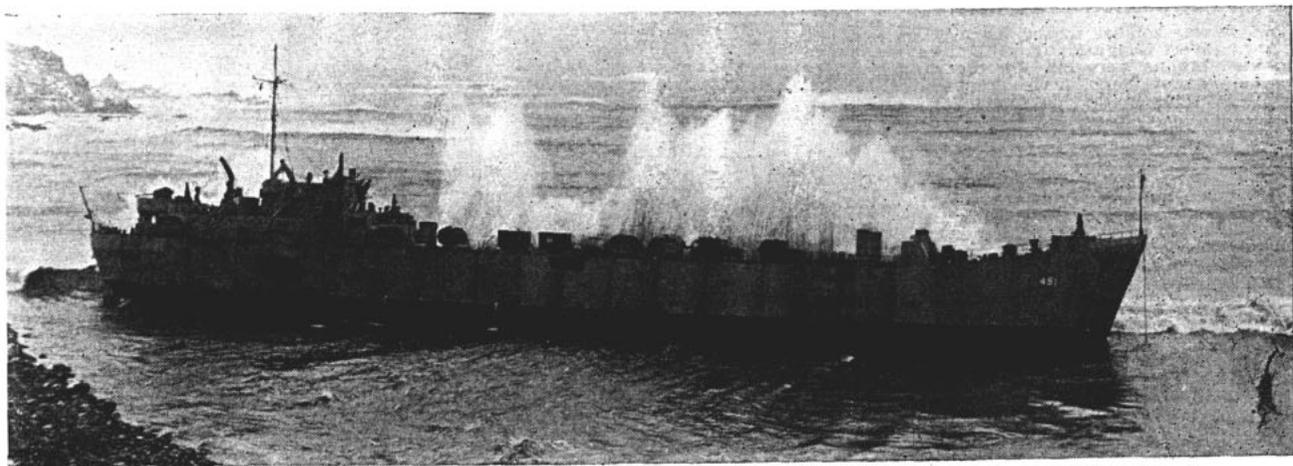
Bernard M. Baruch, financier and government advisor during two world wars, established a \$1,100,000 fund for research in "physical medicine" of the kind which will aid in rehabilitating wounded veterans. Therapy utilizing light, heat, water, electricity, massage and exercises, which has not had nearly the scientific study given other medicinal methods, will be subject to the first research. Mr. Baruch indicated that the original grant is merely a start if results prove worthwhile.

* * *

Psychologists, writers and foreign-language experts working under Allied Government supervision were busy preparing the greatest barrage of printed figures, facts and instruction in history to accompany invasion. The flood of leaflets, to fall before and with the D-day bombs, carried last-minute orders and information for underground fighters and civilian populations.

* * *

The United States and the British Empire together produced an average of 14½ airplanes every hour during 1943—a total of 127,000. New production highs for military materials also furnished 106,000 rounds of Army ammunition and 3,000,000 rounds of small-arms ammunition every hour during the year.



Official U. S. Navy photograph

SALVAGE JOB: Working day and night despite an 80-mile-an-hour Aleutian gale, Seabees in five days salvaged the 800-ton cargo of this LST, damaged and

broached by wind and waves while unloading at an island outpost, then capped the achievement by patching up the ship herself for towing back home.

THE WAR AT SEA

Official Reports: 21 April Through 20 May

United States Navy communiques and press releases are separated by dashes from excerpts of other communiques.

All dates local time unless otherwise indicated.

United States Navy Communiques and Pertinent Excerpts of Other Reports

21 APRIL

U. S. Pacific Fleet Press Release

Wake Island was bombed by Liberators on the night of 19 April (West Longitude date). Thirty tons of bombs were dropped. On the same day the airfield on Ponape was bombed by 7th AAF Mitchells. Army, Navy and Marine aircraft dropped 50 tons of bombs on four enemy positions in the Marshalls. Pakin, Ant and Ujelang Islands were bombed by single search planes of Fleet Air Wing 2 on 19 April (West Longitude date).

NAPLES, Navy—A U. S. destroyer on the night of 19-20 April intercepted four enemy E-boats off the Anzio beachhead. One E-boat probably was sunk and another probably damaged.

MOSCOW, Russian broadcast—The Northern Fleet Air Force bombed a convoy of enemy ships, sinking a transport of 2,000 tons, two motor boats and one patrol boat. . . . Pilots of the Red Banner Fleet in the Gulf of Finland sank a trawler and patrol motor boat.

BERLIN, Nazi broadcast—"German bombers and torpedo aircraft in the waters off Algiers last night sank two enemy destroyers, four freighters totaling 29,000 tons and one tanker. Thirteen merchantmen, two troopships, three destroyers were hit badly."

22 APRIL

U. S. Pacific Fleet Press Release

Army and Navy heavy bombers bombed Saipan and Tinian in daylight on 17 April (West Longitude date). One of a force of 25 intercepting aircraft was shot down and another probably shot down. Army Liberators bombed Dublin, Moen, Eten and Mesegen in Truk Atoll. Ponape was bombed by Army Mitchells on 20 April. Sixty-seven tons of bombs were dropped by Army, Navy and Marine aircraft on enemy positions in the Marshalls. Erikub and Aur Atolls in the Marshalls have been reconnoitered and American sovereignty established.

CAIRO, Middle East Air—Enemy supply ships in the Aegean Sea are continually under attack by aircraft from Middle East bases. Landing fields on Paros Island and in Crete were successfully bombed in the last two days.

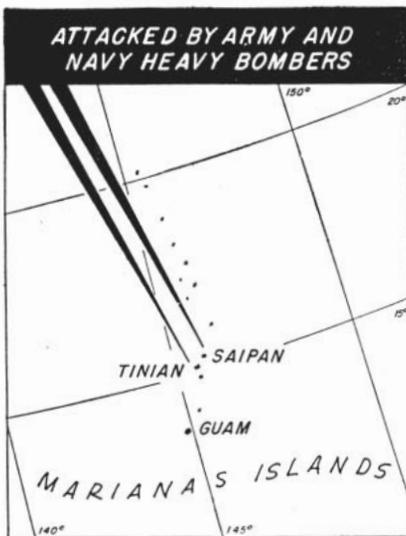
23 APRIL

U. S. Pacific Fleet Press Release

Ponape was bombed by the 7th AAF on 21 April (West Longitude date). Runways and installations were hit. On the same day 60 tons of bombs were dropped on enemy positions in the Marshalls.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—New Guinea: We have seized the Humboldt Bay area on the northern coast of Dutch New Guinea, approximately 500 miles west of Saidor. Our ground troops have landed, covering a front of about 150 miles. The landings were made under cover of naval and air bombardment.

The complete surprise and effective support secured initial landings with slight losses. We are pushing forward to secure local airfields. We made feints at Madang and Wewak and apparently deceived the enemy into massing most of his troops into those areas. The operations throw a lock of encirclement around the enemy's 18th Army dispersed along the coast of New Guinea. To the east are Australians and Americans, to the west Americans. Sea and air are controlled by our forces. Since the start of the Solomons campaign, the Japanese are estimated to have lost 110,000 men, or 44% of their original strength.



See communique of 22 April.

24 APRIL

U. S. Pacific Fleet Press Release

Liberators of the 7th AAF bombed Moen, Eten and Param in the Truk Atoll on 23 April (West Longitude date). Fires and explosions were observed. Ponape was bombed on 22 April. Puluwat was bombed before dawn 23 April and Ulul was bombed 22 April. Remaining enemy positions in the Marshalls were bombed 22 April (all dates West Longitude).

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Hollandia area: Our troops pushed six miles inland and are now five miles from the Hollandia airdrome. . . . Aitape: We have occupied the Tadjai airdrome. . . . Wewak-Hansa Bay: Our heavy units dropped 176 tons of bombs on Boram, But, Dagua and Wewak airdromes. . . . Madang coast: Our advancing ground forces have captured enemy equipment and supplies.

CHUNGKING, 14th USAAF—Our Liberators striking into the tip of Indo-China on

22 April (West Longitude date) bombed Japanese ships off Cape St. Jacques. Six vessels were definitely sunk, including three 300-foot tankers, one 300-foot freighter and one small naval vessel. This is the first time our planes have attacked enemy ships in the Saigon area. The Japanese were completely surprised.

25 APRIL

U. S. Pacific Fleet Press Release

U. S. forces occupied Ujelang Atoll, Marshall Islands, on 22 and 23 April (West Longitude date). Light opposition was quickly overcome. The atoll was proclaimed under the military government of the commander-in-chief Pacific Ocean Areas.

Taongi Atoll and other remaining enemy positions in the Marshalls were bombed by Army, Navy and Marine aircraft 23 April (West Longitude date). Ponape was bombed by 7th AAF Liberators the same day.

Airfields at Hollandia, Wakde and Sawar were struck by carrier aircraft on 20 April. At Hollandia 67 planes were destroyed on the ground. Fuel tanks, ammunition dumps, supply areas and buildings were heavily bombed. Two small cargo ships and several barges were destroyed. At Wakde and Sawar 20 enemy planes were destroyed. On the night of 20 April, cruisers and destroyers bombarded the airfields.

LONDON, Admiralty—In the early hours of 23 April, light coastal forces of the Royal Navy engaged enemy E-boats in the English Channel. Many hits were obtained on the enemy, which were driven off. A motor torpedo boat was lost.

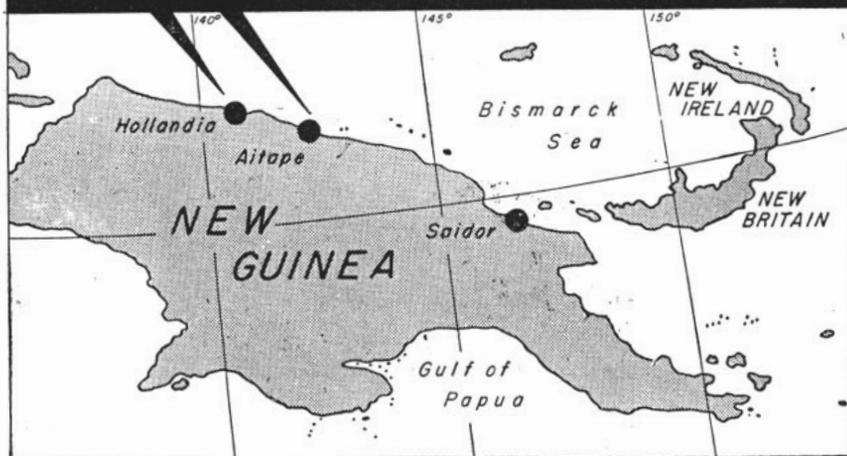
LONDON, Admiralty and Air Ministry—Strong forces of enemy E-boats which attempted to attack a convoy in the English Channel during the early hours of 24 April were intercepted and driven off by the air force and light coastal forces. The E-boats were scattered and damaged by ships of the Royal Navy and subsequently attacked by aircraft of the Coastal Command.

26 APRIL

U. S. Pacific Fleet Press Release

Shimushu and Paramushiru were bombed by Fleet Air Wing 4 and Matsuwaga was bombed by a Liberator from the 11th AAF on the night of 23-24 April.

ALLIED TROOPS LAND UNDER COVER OF NAVAL AND AIR BOMBARDMENT



See communique of 23 April.



See communique of 24 April.

Ant Island was bombed by a single Navy search plane on 24 April. Ponape was bombed by 7th AAF bombers. Remaining objectives in the Marshalls were struck by Army, Navy and Marine aircraft. A total of 138 tons of bombs was dropped on these targets. At one objective Marine aircraft fired 23,000 rounds of machine-gun ammunition at gun positions and fuel storage tanks.

Paramushiru and Shimushu were bombed by Fleet Air Wing 4 and Matsuwa was bombed by the 11th AAF on the night of 24-25 April (West Longitude date). Liberators of the 7th AAF bombed Moen, Dublin, Toel, Param and Eten on the same night. Ponape was bombed by the 7th AAF before dawn of 25 April.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—*Hollandia*: We are closing in on the airdrome from both directions . . . *Manokwari*: Our heavy units destroyed two small merchant vessels and a barge . . . *Aitape*: Our forces cleared the area, dispersing the enemy . . . *Wewak area*: Our heavy bombers dropped 184 tons of explosive on four airdromes, insuring their continued unserviceability . . . *Madang coast*: Light naval units bombarded shore positions . . . *Open Bay*: Naval patrols destroyed an enemy barge . . . *Bougainville*: Naval units at night shelled enemy shore guns and positions . . . *Caroline Islands*: Our Solomons-based heavy units struck the township, seaplane base and fuel storage areas on Eten and Param, causing large fires and explosions.

LONDON, *Admiralty*—Ships of the Royal Navy and Royal Canadian Navy this morning encountered a force of three or four enemy destroyers off the northwest coast of France. The enemy endeavored to escape. Star shells were fired for illumination and His Majesty's ships opened fire, obtaining several hits. One enemy destroyer which was damaged attempted to escape under cover of darkness and was intercepted by four of our ships, repeatedly hit and finally sunk. The remainder of the enemy force escaped, and His Majesty's ships returned to harbor with minor casualties and superficial damage.

Naval carrier-borne aircraft carried out an attack on a German convoy off Bodoe, North Norway, 26 April. Preliminary reports indicate four ships and an escort vessel were hit.

Moscow, *Russian broadcast*—As a result of operations of our air force and Black Sea Fleet during the past 24 hours, five enemy supply ships have been sunk . . . A few days ago our air force destroyed four supply ships, as well as a landing barge and two patrol boats, and seriously damaged others.

27 APRIL

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Hollandia*: Troops from the Hollandia column, in an amphibious shore-to-shore operation, crossed Lake Sentani on Nefaar, seized two airfields and moved on a third. Junction with the Tanahmera column is imminent . . . *Aitape*: All enemy resistance has ceased and we have the airfield in full operation . . . *Madang*

coast: Vanguards of our troops moving north from the Ramu Valley seized Madang and its airdrome, large quantities of supplies and enemy equipment.

NAPLES, *Navy*—Our coastal forces operating in the southern and eastern Ligurian Sea on the night of 24-25 April, sank four small supply ships, three lighters and a tug. On the same night two enemy destroyers and a corvette were attacked by the U. S. Navy and by aircraft. The destroyers were damaged and the corvette blew up.

LONDON, *Air Ministry*—Last night Beaufighters of the Coastal Command attacked enemy shipping off the Netherlands coast. One medium-sized merchant vessel was torpedoed and another larger vessel seriously damaged. Several escort vessels also were damaged.

Moscow, *Russian broadcast*—In the approaches to Sevastopol, torpedo launches of the Black Sea Fleet sank one of two fast enemy landing boats.

28 APRIL

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Hollandia*: All airfields are now in our hands and in operation and our two columns are in junction. Enemy resistance has ceased. Disorganized and demoralized enemy troops have fled into the jungle . . . *Sorong area*: Air patrols destroyed a small enemy vessel, left another stranded and sank 10 barges loaded with fully armed troops . . . *Bougainville*: Our ground forces are expanding their positions . . . *Caroline Islands*: Twenty-two tons of bombs were dropped on Truk and Satawan. Woleai also was bombed with good effect.

CAIRO, *Middle East Air*—On 26 April an enemy supply vessel was left settling off the west coast of Greece. Another was attacked in the central Aegean. Another supply vessel was sunk in the Gulf of Laconia.

Moscow, *Russian broadcast*—The air arm of the Red Banner Fleet sank a 6,000-ton tanker and an enemy trawler in the Gulf of Finland.

BERLIN, *Nazi broadcast*—"Three ships totaling 9,100 tons were sunk in an attack on a convoy off the British south coast 28 April. A 200-ton ship was torpedoed and must be considered lost. In the violent naval engagement an enemy destroyer was torpedoed and its loss is certain, though unobserved."

29 APRIL

U. S. Pacific Fleet Press Release

Revetments and runways on Ponape were bombed by 7th AAF planes 27 April (West Longitude date). Forty-eight tons of bombs were dropped on remaining enemy positions in the Marshalls by Army, Navy and Marine aircraft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Sorong*: The Jefman airdrome, dispersal and supply areas were bombed by our medium units . . . *Babo*: Heavy units attacked the wharf and airdrome . . . *Wewak*: Forestalling any enemy attempt to land planes, our heavy units hit four airdromes with 188 tons of bombs . . . *Hansa Bay*: Attack planes swept barge hideouts in the Sepik River.

LONDON, *Admiralty*—During recent patrols in northern waters His Majesty's submarines sank a medium-sized tanker and so severely damaged a large tanker and large supply ship that they probably sank. The medium tanker was torpedoed off Statlandet. The large tanker was part of an important escorted convoy off Stavanger. The supply ship was torpedoed in the approaches to Skagerrak. In addition, the German catapult ship *Schwabenland*, of 8,000 tons, was severely damaged by a torpedo hit. When last seen she was listing and beached. Four large supply vessels, one large tanker and one medium supply ship also were damaged.

30 APRIL

U. S. Pacific Fleet Press Release

Seventh AAF Liberators dropped 41 tons of bombs on Truk Atoll the night of 28 April (West Longitude date). Ponape was bombed the same day and airfields were hit. Army, Navy and Marine aircraft dropped 65 tons of bombs on remaining enemy positions in the Marshalls on the same date.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Geelvink Bay*: One of our heavy reconnaissance units attacked and damaged a 1,000-ton freighter off Biak Island . . . *Aitape*: Our light naval forces shelled shore positions . . . *Hansa-Madang coast*: Our light naval forces strafed shore targets near Condor Point . . . *Truk*: Our Solomons-based bombers attacked fuel and storage installations before dawn with 22 tons of bombs.

LONDON, *Admiralty*—During an offensive sweep in the Channel early 29 April, light forces of the Royal Canadian Navy encountered two enemy destroyers of the *Elbing* class near Ushant. A gun action ensued within close distance of enemy-occupied territory. Repeated hits were obtained by our ships and one of the enemy destroyers was driven ashore and set afire. The other escaped in the darkness. The Board of Admiralty regrets to announce that during the action the destroyer *Athabaskan* was torpedoed and sunk. A number of survivors were picked up.

Details have now been received of the successful attack by naval aircraft on a German convoy off Bodo 26 April. The convoy was southbound, and consisted of four medium supply ships and five escorting craft.

It was snowing hard but all supply ships and one escort craft were hit. Three supply ships were left on fire, the largest being run aground. While this attack was taking place, other aircraft penetrated Bodo harbor, bombed and set afire another large supply ship.

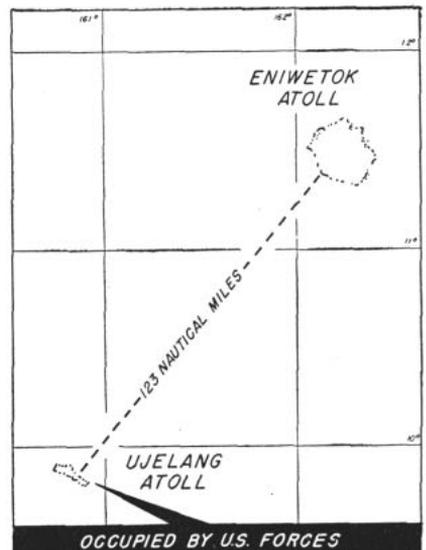
1 MAY

U. S. Pacific Fleet Press Release

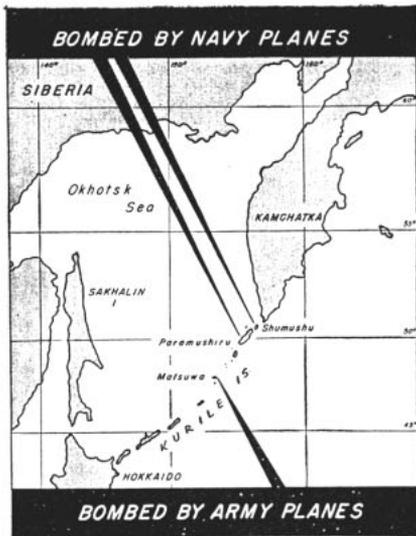
Fleet Air Wing 4 bombed Paramushiru before dawn 29 April (West Longitude date). All our planes returned. A single search plane of Fleet Air Wing 2 bombed a ship in the Truk lagoon and strafed airstrips. Ponape was bombed by the 7th AAF on the same day. Thirty-five tons of bombs were dropped on remaining enemy positions in the Marshalls by Army, Navy and Marine aircraft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Schouten Islands*: Our heavy units dropped 77 tons of bombs on Biak Island, wrecking planes and damaging the airdrome . . . *Wakde area*: Our naval units at night bombarded enemy installations with 75 tons of explosive . . . *Wewak*: At Nightingale Bay our naval units sank six large barges loaded with Japanese troops . . . *Hansa Bay*: Our air patrols destroyed a loaded barge.

LONDON, *Admiralty*—His Majesty's submarines, which continue to harass enemy shipping in the Aegean and Mediterranean, have sunk two supply ships of medium size and 20 of small size during recent patrols. Seven other vessels, including two tankers and a large supply ship, were damaged. The medium-sized



See communique of 25 April.



See communique of 26 April.

supply ships were sunk by torpedoes off the Riviera. One of His Majesty's submarines surfaced outside a French harbor and shelled a large tanker lying inside. Several hits were observed. A second tanker closely escorted off Cape Camarat was hit by a torpedo. Of the small supply ships sunk, several were carrying petroleum.

BERLIN, Nazi broadcast—"In the battle against British and American supply and communications, the Luftwaffe and Navy during April sank 23 merchantmen and transports totaling 153,820 tons. A further 34 ships were severely damaged and many must be assumed as lost. Twenty-seven destroyers and escort vessels, one minesweeper and seven motor torpedo boats were sunk. Five destroyers and nine motor torpedo boats were damaged."

2 MAY

Navy Department Communique No. 518

Pacific and Far East

U. S. submarines have reported the sinking of 12 vessels, including three combatant ships, as a result of operations against the enemy in these waters, as follows:

One large tanker, one naval auxiliary, two medium cargo vessels, five medium cargo vessels, one light cruiser, two destroyers.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique

Powerful naval task forces of the Pacific Fleet under the command of Vice Admiral Marc A. Mitscher, USN, have completed further attacks against enemy bases in the Central Pacific following their operation in support of the Hollandia-Humboldt Bay operation. Installations in the Truk Atoll were attacked by carrier aircraft on 29 and 30 April (West Longitude date).

Satawan in the Nomoi Islands was attacked by carrier-based aircraft and shelled by cruisers under the command of Rear Admiral J. B. Oldendorf, USN, on 30 April. Ponape was attacked by carrier-based aircraft on 1 May and shelled by battleships commanded by Vice Admiral W. A. Lee Jr., USN.

None of our ships was damaged in these operations and our aircraft losses were light. Approximately 30 flight personnel are missing.

In the first day's attack on Truk, 60 enemy planes were shot down in air combat. An equal number were destroyed on the ground. Five enemy planes were shot down by our ships.

In the second day's attack on Truk the one airplane encountered was shot down. Our planes dropped 800 tons of bombs in the Truk area, inflicting heavy damage to shore facilities. Considerable damage was caused by our protracted shelling of Satawan and Ponape. Our ships shot down

five enemy search planes during the retirement from the Hollandia area.

U. S. Pacific Fleet Press Release

Wake Island was bombed by 7th AAF aircraft on 30 April (West Longitude date). Ninety-five tons of bombs were dropped on defense installations. All our planes returned.

Ponape was bombed by 7th AAF planes on 30 April. Army, Navy and Marine aircraft on the same day attacked remaining enemy positions in the Marshalls.

LONDON, Admiralty—During recent patrols in Far Eastern waters His Majesty's submarines sank a Japanese destroyer, two medium-sized cargo ships and two smaller ships. In addition, two medium-sized supply ships and a small escort vessel were damaged. The destroyer was attacked while escorting a supply ship off the Andaman Islands and was seen to sink.

In the Strait of Malacca, one of His Majesty's submarines attacked a convoy and sank three supply ships, one of which carried a deck cargo of motor transport. Another submarine successfully bombarded targets on Ross Island and Port Blair in the Andaman Islands.

MOSCOW, Russian broadcast—Air reconnaissance of the Black Sea Fleet located several enemy vessels proceeding from Sevastopol to the Rumanian shores. A tug, two landing barges and two motor torpedo boats were sunk. An 800-ton supply ship received a direct hit from one of our planes and was severely damaged.

3 MAY

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Wewak: Our naval units at night destroyed 11 enemy barges laden with troops and supplies while air patrols at dawn destroyed six more in Nightingale Bay. . . . **Schouten Islands**: Our air patrols scored a direct hit on a 2,500-ton enemy vessel off Biak Island. A parked bomber was destroyed at Kamiri airdrome. . . . **Aitape**: Our light naval units at night sank or damaged three enemy barges and destroyed an enemy picket boat off Pritzwitz Point.

CHUNGKING, 14th USAAF: Mitchells attacked Amoy harbor on the east China Coast, sinking a 1,000-ton freighter with direct hits by cannon shell and bombs. They also strafed a number of sampans.

4 MAY

U. S. Pacific Fleet Press Release

Truk Atoll was bombed by 7th AAF aircraft on the night of 1-2 May (West Longitude date). Fifty tons of bombs were dropped. Ponape was bombed by a single 7th AAF Liberator on the same night. Remaining enemy positions in the Marshalls were bombed the same date by Army, Navy and Marine aircraft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Schouten Islands: Our heavy units at dawn bombed the airdrome on Biak Island. . . . **Hansa-Madang coast**: Our fighter bombers attacked installations and our naval units damaged beached barges and shelled shore targets at Cape Croiselles. . . . **New Britain**: Apparent failure to recognize signals involved two PT-boats and some of our planes near Cape Lampert. Both boats and two planes were wrecked. . . . **Bougainville**: Our air patrols swept the Bougainville and Buka coasts, destroying small craft and bridges.

CHUNGKING, 14th USAAF—In a sweep off Campha Port, P-40s bombed two 100-foot barges and strafed a number of junks in the channels.

LONDON, Admiralty—On offensive patrol in the channel yesterday, the frigate HMS Rowley and the French destroyer La Combattante engaged a force of enemy E-boats. A running fight developed which continued to Cap Barfleur. One E-boat was sunk and 12 survivors made prisoners of war.

KANDY, CEYLON, RAF—Medium bombers over the Indian Ocean sighted a U-boat southwest of Socotra. The aircraft immediately attacked with depth charges and destroyed the submarine.

BERLIN, Nazi broadcast—"U-boats attacked a convoy strongly escorted by destroyers and airplane carriers in the Arctic Sea bound for England. They sank eight destroyers and escorting vessels and torpedoed five ships totaling 30,000 tons."

5 MAY

U. S. Pacific Fleet Press Release

Paramushiru was bombed by Fleet Air Wing 4 on the night of 3-4 May (West Longitude date). Explosions and large fires were observed. All our planes returned. Ponape was bombed by 7th AAF aircraft on 2 May. Remaining enemy positions in the Marshalls were bombed by Army, Navy and Marine aircraft 3 May.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Hollandia: Our forces have made further landings at Torare Bay, 12 miles northwest of Hollandia town, and at Demta, 16 miles west of Tanahmera Bay. Mopping up continues in the area. . . . **Wewak**: Heavy bombers and attack planes struck enemy airdromes with 183 tons of bombs. . . . **Bougainville**: Light naval units at night damaged three heavily laden enemy barges. An enemy float plane ineffectively bombed our naval patrols at Ruri Bay.

CHUNGKING, 14th USAAF—On 3 May Liberators on a sea sweep off South China attacked a six-ship enemy convoy, sinking a 4,000-ton freighter and a 900-ton freighter.

CAIRO, Middle East Air—Two supply vessels were set afire 2 May off the west coast of Greece and another damaged in daylight yesterday by South African bombers.

MOSCOW, Russian broadcast—Our air reconnaissance discovered several groups of enemy transports off Sevastopol. Two barges and a transport of 3,000-tons were sunk by ships of the Black Sea Fleet. The Black Sea air arm inflicted subsequent blows on other shipping which was discovered later. Four transports totaling 10,000 tons, two high-speed landing barges, one cargo barge and one motor escort boat were sunk by direct bomb hits.

6 MAY

U. S. Pacific Fleet Press Release

Liberators of the 7th AAF dropped 87 tons of bombs on Ponape 4 May (West Longitude date). Large fires and explosions were caused. Truk atoll was bombed by 7th AAF planes 5 May. Army, Navy and Marine aircraft dropped 47 tons of bombs on remaining enemy positions in the Marshall Islands during 4 May.

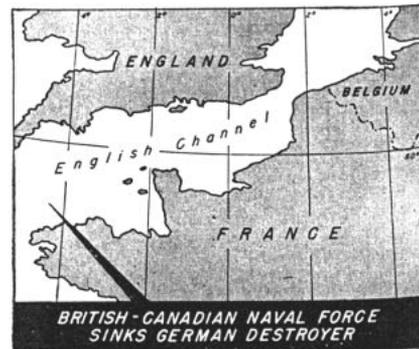
ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Wakde-Sarmi area: Our light naval units destroyed a barge at Manam Islands and four others near Bogia. . . . **Wewak**: Night naval patrols in the area on successive nights destroyed four barges, damaged seven others and silenced three enemy shore batteries.

MOSCOW, Russian broadcast—Our air force continued to inflict blows on enemy ships in the Black Sea. A 3,000-ton transport and two patrol cutters were sunk. Serious damage was inflicted on two other transports. In the area west of Sevastopol, our torpedo boats sank three transports of 7,000 total tons and two high-speed landing barges.

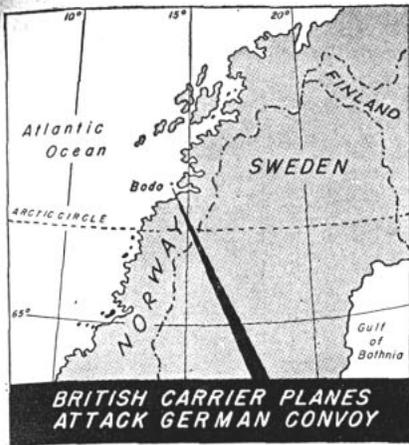
7 MAY

U. S. Pacific Fleet Press Releases

Planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles at night 5 May (West Longitude date). Large fires were started. All our planes



See communique of 26 April.



**BRITISH CARRIER PLANES
ATTACK GERMAN CONVOY**

See communique of 26 April.

returned. Ponape was bombed by 7th AAF planes on 5 May, concentrating on the seaplane base and airfields. Army, Navy and Marine Corps aircraft dropped 62 tons of bombs on remaining enemy positions in the Marshalls on 5 May.

LONDON, Admiralty—Early this morning light coastal forces of the Royal Navy attacked an Elbing class destroyer which had been driven ashore and damaged in a previous attack off Ile de Vierge near Ushant. The destroyer was torpedoed amidships and her destruction completed. Enemy shore batteries opened fire on His Majesty's ships without effect. All returned safely to harbor.

8 MAY

U. S. Pacific Fleet Press Releases

Ventura search planes of Fleet Air Wing Four bombed Paramushiru in daylight on 6 May (West Longitude date). A search plane of Fleet Air Wing 2 shot down an enemy four-engine patrol plane near Utul Island on 6 May (West Longitude date).

Aircraft from Fleet Air Wing 2 and the 7th AAF attacked Guam Island during 6 May (West Longitude date). Our force was intercepted by about 25 fighters. Seven of these were shot down, three probably shot down and two damaged. All our lanes returned. Truk Atoll was bombed on the same night by 7th AAF planes. Airfields and installations and installations on Ponape were hit in day and night raids the same date. Army, Navy and Marine aircraft dropped 33 tons of bombs on remaining enemy positions in the Marshalls.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wewak-Hansa coast*: Night air patrols with light naval units harassed shore batteries . . . *Bougainville*: Our light naval units at night destroyed or damaged four enemy barges. An enemy float plane attacked our craft, causing minor damage.

NAPLES, Navy—On the night of 2-3 May British destroyers shelled enemy road traffic in the Albanian coast south of Valona. Enemy supply dumps and positions were bombarded by USN destroyers 6 May with good results.

LONDON, Admiralty—Light coastal forces manned by personnel of the French Navy this morning intercepted and successfully attacked a strongly escorted convoy. A hit was obtained on a supply ship and a trawler, both of which were believed sunk. Damage was inflicted on other ships by gunfire.

Carrier-borne aircraft of the Fleet Air Arm and ships of the Home Fleet attacked two southbound enemy convoys off Kristiansund, Norway, in the early hours of 6 May. One large and heavily laden ship was hit by both bombs and torpedo and broke in two. A similar attack sank a medium sized supply ship. Hits with two torpedoes and one bomb were obtained on a large tanker. In addition to these successes a direct hit with a bomb was scored on an escort vessel and two enemy aircraft were shot down. Two of our naval aircraft were lost during the operation.

Moscow, Russian broadcast—Direct bombs hits from the air arm of the Black

Sea Fleet sank four transports totaling about 10,000 tons, a coast guard motor launch, and seven high speed landing barges in the open sea off Sevastopol.

9 MAY

U. S. Pacific Fleet Press Release

Airfields at Ponape were bombed by 7th AAF Liberators and Mitchells on 7 May (West Longitude date). Remaining enemy positions in the Marshalls were bombed and strafed the same day by Army, Navy and Marine aircraft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Aru Islands*: A coastal vessel was set afire and a barge damaged . . . *Wewak-Hansa coast*: Our naval units at night destroyed six enemy barges and damaged two others. Shore targets were shelled. . . *Bougainville*: Our light naval units destroyed seven barges near Jap River and shelled shore defenses . . . *Pulap Island*: Solomons-based aircraft sank three enemy cargo vessels 175 miles west of Truk.

Moscow, Russian broadcast—During the night of 8-9 May large forces of our aircraft struck a number of blows on enemy ships in the Sevastopol area. In the open sea two enemy transports totaling 7,000 tons were sunk by our motor torpedo boats . . . On 8 May the Red Banner Baltic Fleet air arm sank a 2,000 ton transport and three sea-going launches at the Finnish port of Kotka.

10 MAY

**Navy Department Communique
No. 519**

The U. S. destroyer *Lansdale* was sunk in the Mediterranean 20 April 1944 as a result of attack by enemy aircraft.

The next of kin of the casualties have been notified.

U. S. Pacific Fleet Press Release

Ponape was bombed by the 7th AAF on 8 May (West Longitude date). Army, Navy and Marine aircraft bombed and strafed remaining enemy positions in the Marshalls on the same date.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Owi Island*: Our fighters strafed a freighter-transport and two other vessels . . . *Hollandia*: Mopping up brought total enemy killed to 371, captured to 183 . . . *Wewak-Hansa coast*: Air patrols attacked installations and shore positions. Our light naval units destroyed a barge at Selapiu Island . . . *Bougainville*: Our light naval units destroyed two barges at Aitara. A PT boat was lost off the southeast coast in an engagement with shore batteries.

Moscow, Russian broadcast—In the morning of 9 May air reconnaissance of the Black Sea Fleet sank two enemy transports totaling 4,000 tons, a coastal launch and several fast landing barges . . . In the Barents Sea our aircraft sank three enemy launches.

11 MAY

U. S. Pacific Fleet Release

Liberators of the 7th AAF bombed Truk Atoll on the night of 8-9 May. Forty tons of bombs were dropped. A possible hit was obtained on a ship near Moen Island with a 2,000-pound bomb. Single 7th AAF planes bombed Oroluk Atoll and Ponape the same night. Wake Island was attacked by the 7th AAF aircraft on the night of 9 May. Army, Navy and Marine aircraft bombed and strafed remaining enemy positions in the Marshalls the same night.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Hollandia*: Our patrols killed 62 and captured 32 of the enemy near Lake Sentani bringing total killed to 977 . . . *Aitape*: Enemy casualties now number 525 killed and 31 captured . . . *New Ireland*: Air and naval patrols on coastal sweeps destroyed or damaged four barges . . . *Bougainville*: Our light naval units sank or damaged three barges and a small craft.

LONDON, Admiralty—On an offensive sweep off the Netherlands Coast light coastal forces of the Royal Navy sank one armed trawler and seriously damaged two

more of a strong force . . . While successfully helping to escort a convoy in the North Atlantic recently the frigate HMS *Spey* destroyed two U-boats. Forty-eight survivors were captured from the first submarine and 16 from the second.

12 MAY

**Navy Department Communique
No. 520
Pacific and Far East**

U. S. submarines have reported the sinking of 14 vessels including one combatant ship as a result of operations against the enemy in these waters, as follows:

One destroyer, one large tanker, one medium tanker, one medium transport, one medium cargo transport, seven medium cargo vessels, one small cargo transport and one small cargo vessel.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Single search planes of Fleet Air Wing 2 bombed landing strips at Kusaie Island and at Murilo in the Hall Islands on 10 May (West Longitude date). Mitchell bombers of the 7th AAF attacked Ponape on the same date. Army, Navy and Marine aircraft bombed and strafed remaining enemy positions in the Marshalls the same date.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Rabaul*: Light naval units at St. George Channel were shelled by enemy shore batteries and attacked by planes without harm . . . *Woleai*: Our heavy units at midday dropped 28 tons of bombs on the runway . . . *Truk*: Our heavy units bombed enemy installations, starting fires.

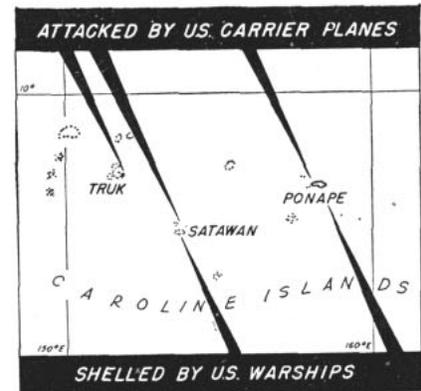
NAPLES, NAVY—Allied coastal forces harassing the enemy supply line off the west coast of Italy sank one of two southbound F-lighters . . . Piombino and Porto Ferraro were attacked.

BERLIN, German broadcast—"Torpedo-carrying aircraft on the evening of 11 May in the waters east of Algiers sank seven freighters totaling 49,000 tons as well as one destroyer. Twelve enemy freighters totaling 86,000 tons, one light cruiser, two destroyers and a large tanker were damaged."

13 MAY

NAPLES, Navy—Yesterday, 12 May, in support of the army a British cruiser escorted by U. S. Navy destroyers carried out a harassing fire on the Apian way in the Terracina area and upon enemy heavy artillery in the Gaeta area opposing the American 5th Army. The result was satisfactory. The area in which the ships operated was swept by British minesweepers.

LONDON, Admiralty—While on offensive patrol in the English Channel this morning the French destroyer *La Combattante* encountered and engaged a strong force of E-boats 25 miles southeast of the Isle of Wight. One E-boat was sunk and another damaged. The remainder escaped at high speed under the cover of smoke. A number of survivors were picked up and made prisoners of war. *La Combattante* suffered neither damage nor casualties.



See communique of 2 May.

14 MAY

U. S. Pacific Fleet Press Release

Mitchell bombers of the 7th AAF attacked Nauru on the morning of 12 May (West Longitude date). Shore installations, ammunition dumps and phosphate works were hit. Army, Navy and Marine aircraft struck remaining enemy positions in the Marshalls on the same date.

NAPLES, Navy—Naval support continues to be given on the left flank of the Fifth Army. Yesterday, 13 May, concentrations at Itri and heavy enemy guns in the same area were successfully bombarded by a U. S. cruiser escorted by two destroyers.

LONDON, Air Ministry—This afternoon aircraft of the Coastal Command and Allied Expeditionary Air Force attacked a strongly guarded enemy convoy off the Netherlands coast. Two merchant vessels were hit with torpedoes and one of the escort vessels was left listing badly.

CHUNGKING, 14th USAAF—Fighter-bombers on a sea sweep off Catba Island in Tongking Gulf on 11 May attacked 12 large junks, several of which were destroyed and others damaged.

15 MAY

U. S. Pacific Fleet Press Release

Search planes of Fleet Air Wing 4 bombed Shimushu in the Kurile Islands before dawn 13 May (West Longitude date). Several fires were started. Antiaircraft fire was intense. On the afternoon of 13 May a single 11th AAF bomber attacked two patrol boats near Paramushiru.

Forty-two tons of bombs were dropped on defense installations in Truk Atoll by 7th AAF aircraft before dawn 13 May. Two large explosions were observed on Moen. A single enemy fighter attempted interception.

Ponape was bombed before dawn 13 May by 7th AAF planes and again during daylight of the same day. Enemy positions in the Marshalls were attacked by Army, Navy and Marine aircraft during the day of 13 May and the night of 13-14 May.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Wewak-Hansa Coast: Our naval units bombarded installations at Wewak, Bunabun harbor and Karkar Island. Buildings, dumps and positions were destroyed and many fires started. . . . New Britain: Our fighters and dive bombers sank 40 enemy barges in Simpson harbor and Keravia Bay while neutralizing positions.

CAIRO, Middle East Air—Middle East aircraft harassed enemy shipping from the west coast of Greece to the eastern Aegean yesterday in a search that lasted through daylight. Beaupighters found two vessels heading for a small island in the Aegean and destroyed one of them. Later they attacked another vessel which blew up, sending smoke and fire 3,000 feet in the air. An Australian squadron raided shipping in Kalmata harbor and a South African Air Force group attacked supply vessels in Cephalonia harbor. Another formation encountered three Arado 196 float planes over the central Aegean and shot down one.

Moscow, Russian broadcast—In the night of 13-14 May, air reconnaissance near the Norwegian port of Kirkenes observed an enemy convoy of 16 supply ships and 25 escort vessels. Three supply ships with total tonnage of 19,000 tons were sunk, also a self-propelled barge, an auxiliary ship and a coastal guard vessel. In addition, three enemy ships were set afire and another grounded. Damage was inflicted on other supply and escort ships.

16 MAY

U. S. Pacific Fleet Press Release

Two hundred and forty tons of bombs were dropped on Jaluit Atoll in the Marshalls during daylight 14 May (West Longitude date) and during the night of 14-15 May in a coordinated aerial assault by Fleet Air Wing 2, the 7th AAF and 4th Marine Aircraft Wing. Bombers and fighters flew 284 sorties. Attacks were made at altitudes ranging from 50 to 10,000 feet. Eight of our aircraft received minor damage but all returned.

Other objectives in the Marshalls were harassed on the same night until dawn. A single search plane of Fleet Air Wing 4 bombed Shimushu in the Kuriles the night of 14 May.



See communiques of 14-18 May.

A search plane of Fleet Air Wing 2 dropped four 1,000-pound bombs on a medium-sized cargo vessel in Truk lagoon before dawn 14 May. Another Fleet Air Wing 2 plane bombed and strafed the airstrip at Puluwat Island.

NAPLES, Navy—Effective naval cooperation continues to be given the left flank of the Fifth Army. On 14 May a U. S. cruiser escorted by two destroyers bombarded enemy positions and batteries around Formia and Itri. Two enemy ammunition dumps were seen to be hit. Yesterday, 15 May, the bombardment was successfully continued with 800 rounds from a British cruiser. Our ships suffered neither casualties nor damage.

17 MAY

U. S. Pacific Fleet Press Release

Search planes of Fleet Air Wing 2 and planes of the 4th Marine Aircraft Wing bombed and strafed remaining enemy positions in the Marshalls during the day and night of 15 May (West Longitude date). Fuel storage facilities, runways and buildings were hit.

LONDON, Admiralty—During operations recently off the Norwegian coast, naval aircraft operating from carriers and escorted by ships of the Home Fleet struck enemy shipping and shore installations. The attacks were carried out by Hellcats equipped with bombs and escorted by Wildcat and Hellcat fighters. Two medium supply ships were hit and two armed trawlers damaged. Oil tanks and a fish oil factory northeast of Stadlandet were hit. Nine enemy aircraft were shot down, one probably shot down and two damaged. All His Majesty's ships returned. Five naval aircraft are missing.

On patrol in the North Atlantic recently, His Majesty's frigates of the 1st Escort Group destroyed two submarines. A total of 17 survivors were picked up and made prisoners of war after the U-boats were sunk. During the actions the frigate Gould was sunk, as previously announced.

18 MAY

U. S. Pacific Fleet Press Release

Wake Island was bombed during daylight 16 May (West Longitude date) by Liberators of the 7th AAF. Objectives at Peacock Point and Wilkes Island were hit. A large fire was started. Two of our aircraft suffered minor damage.

Nauru Island was attacked by 7th AAF bombers on 16 May. Hits were obtained on a phosphate plant and antiaircraft positions. Antiaircraft was intense.

A search plane of Fleet Air Wing 2 bombed and probably sank a 10,000-ton Japanese tanker and a medium cargo ship in Truk harbor on 16 May. The same plane later bombed and strafed Puluwat Island.

Ponape was bombed by Fleet Air Wing 2 and 7th AAF aircraft on the same date.

The seaplane base, airfield, installations and town were hit. Army, Navy and Marine aircraft bombed enemy positions in the Marshalls the same date.

NAPLES, Navy—It is reported that during the night of 13-14 May a naval patrol operating off the Anzio beachhead sank one E-boat and damaged another. In support of the 5th Army, enemy batteries and positions were again successfully bombarded from the sea and many hits registered. There was more accurate return from the enemy batteries but our ships suffered no damage. In the last six days Allied cruisers have fired 3,000 rounds. Minesweepers operated under shell fire.

19 MAY

U. S. Pacific Fleet Press Release

Wake Island was bombed during daylight 17 May (West Longitude date) by Liberators of the 7th AAF. Peale Island and Heel Point were the targets. One of our aircraft was shot down.

An air strip on Ponape was bombed the same day by 7th AAF planes. Enemy positions in the Marshalls were attacked by Army, Navy and Marine aircraft. Repair work on the air strip at Wotje was interrupted by Marine raids which strafed the field.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Wakde-Sarmi area: Exploiting our Hollandia operation, we have seized the Wakde-Tum area in Netherlands New Guinea 125 miles to the west. In combined overwater movement our ground troops under cover of naval and air bombardment landed near Tum. The enemy was completely surprised and his defense negligible. Our troops are rapidly overcoming defended positions at Wakde.

NAPLES, Navy—Yesterday, 18 May, in further support of the Army, enemy batteries, dumps and roads to the west of Gaeta were successfully bombarded from the sea. Enemy retaliatory gunfire was ineffective.

LONDON, Admiralty—While successfully defending a convoy both on its outward trip to north Russia with valuable war materials and on the return journey to the United Kingdom, His Majesty's ships and aircraft sank at least two U-boats.

20 MAY

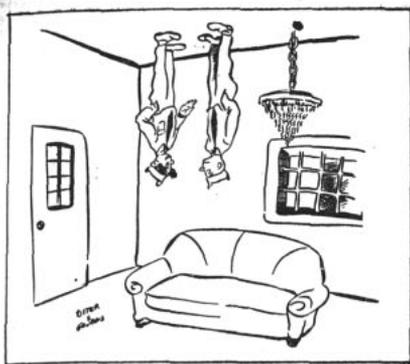
ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Wakde: Our troops have carried the assault across the airfield and are engaging the remaining enemy position. Our naval forces bombarded in concerted action. . . . Hansa Bay: Our naval units at dawn shelled Kronprinz, Uligan, and Bunabun harbors and shore installations on Karkar Island. . . . New Ireland: Our light naval units and air patrols at night sank several enemy barges and silenced shore guns at Nakudukudu Bay and Medina Plantation. . . . Rabaul: In Open Bay our light naval units shelled shore positions. . . . Bougainville: Our torpedo and dive bombers struck villages and bivouacs in the area.

U. S. Pacific Fleet Press Release

Paramushiru Island in the Kuriles was bombed by Ventura search planes of Fleet Air Wing 4 at night on 18 May (West Longitude date). Large fires were started at airfields. Moderate antiaircraft fire was encountered. One of our aircraft received minor damage but all returned safely. A Liberator and a Mitchell bomber of the 11th AAF damaged and probably sank an enemy patrol vessel east of Paramushiru during daylight on 18 May. On the same day a Ventura search plane of Fleet Air Wing 4 attacked an enemy auxiliary vessel present in the same locality.

Mitchell bombers of the 7th AAF, Coronado and Ventura search planes of Fleet Air Wing 2, Corsair fighters and Dauntless dive bombers of the 4th Marine Aircraft Wing and Navy Hellcat fighters attacked enemy positions in the Marshalls during daylight on 18 May and during the night of 18-19 May. Runways, magazines, power stations and piers were hit.

NAPLES, Sea—Yesterday, 19 May, targets in and around the enemy-occupied town of Terracina were successfully bombarded from the sea. There were many hits in the town and on the roadways. Fires were also started when a dump was heavily plastered.



lowings (NAS, Ottumwa, Ia.)

"I'll be glad when we get through inverted flying."

AOL-AWOL

(Continued from Page 34)

finally released to a replacement depot and assigned to duty, usually with a combat outfit at the front. The Army reports that this DTC program evidently has succeeded, and that their "graduates" are healthier because of the physical training and work, and better soldiers because of the enforced military training schedule. In only one case, they say, has any prisoner been returned to DTC for a second offense. To determine his rehabilitation, each prisoner in DTC is graded daily by his company officers and the headquarters non-coms—and when his attitude, work and training show he wants to be returned to duty, he may be made a "trusty," or an acting trainee NCO.

Wartime transportation shortages, disarranged train and bus schedules, obviously contribute a small part to the AOL list. However, these factors cannot be used as excuses to permit widespread lateness of reporting from liberty or leave to become a regular thing in the Corps. Investigation of available transportation facilities by the man going on liberty or leave, prior to his departure, (aided in this by his NCO or officer) can overcome 98% of such lateness in returning to camp or base. One commanding officer at a large base recommended the use—wherever possible—of available Government transportation to take liberty and leave men to the nearest railroad or other transport system.

Records and statistics apparently prove that when war conditions are serious and campaigns active, desertion and absenteeism decrease. The largest volume of courts-martial in the last war were recorded following cessation of hostilities, when, with the fighting done, many men became restless to return to their homes. Possibly the stepped-up activity in the Pacific by Marine organizations has been a contributing factor to the recent heavy reduction in desertions. One thing is

certain, however, that the percentage of infractions of discipline, particularly as regards AOL, AWOL and desertion has rapidly decreased. This decrease coincided with the discovery by enlisted personnel they couldn't make use of misdeeds to avoid combat service, or to get out of the service entirely on a bad discharge, without a stiff sentence including confinement.

Incorrigibles and "CPI's" (constitutional psychopathic inferiority cases) are in the minority and must be handled individually. Not more than an approximate ten (10) percent of personnel in the Corps has been found in the latter categories. These must be segregated early in the training period lest they affect others around them. This brings up the subject of "sample treatment," i. e., disciplinary action for the impressing of those "border-line" cases who might be affected by the actions of the offenders, and attempt to emulate the offenses. Authorities in military discipline seem to agree that the initial deliberate infraction of regulations should be treated with swift and severe action, so that the other members of the unit may learn that orders are to be obeyed instantly, and that offenses bring swift punishment.

In the treatment of court-martial prisoners under sentence, every effort should be made toward rehabilitation rather than mere punishment, otherwise a reclaimable soldier may be lost to the service. There is little room in modern training and intelligent disciplinary programs for the "hard-boiled" punisher who glories in in-

flicting too heavy or unfair suffering upon the transgressor already paying for his offense.

The officer who can, and will, take the time to properly indoctrinate his command in the matter of liberty, leave and the seriousness of AOL, AWOL and desertion, will be a great factor in reducing if not entirely eliminating the greater part of such offenses. If, in addition, he has the happy faculty which the successful athletic coach considers his stock in trade, of talking to his charges and getting their reactions, unburdening themselves of their worries, etc., and, without leading them by the hand, helping them in their problems, he will have gone a long way on the path of leadership. He will have few problems in the realm of AOL, AWOL, or desertion.

How Did It Start?

"Show a leg," a slang term for ordering men to turn to, originated during the reign of King George III when women were allowed to accompany sailors on long voyages. It was the custom, when ordering seamen from their bunks, for the bos'un to demand:



"show a leg." If the leg was covered by a stocking, he knew it belonged to a woman and she was allowed to go back to sleep. (If you have a different version, send it in.)

What Is Your Naval I. Q.?

1. Why does it take longer to raise the ensign to half-mast than to full?
2. In what position did SecNav Forrestal enter the naval service?
3. What are the "roaring 40s"?
4. Are U. S. Navy ships ever named after women?
5. When was the U. S. Naval Academy established at Annapolis?
6. Identify this plane:



7. What was the first U. S. Navy ship to sail around the world?
8. Mustard gas has an odor resembling: (a) mustard, (b) garlic, (c) geraniums, (d) hay, (e) horseradish.
9. How did the U. S. Marines earn their nick-name, "leathernecks"?
10. Before Pearl Harbor approximately 33 months were required to build an aircraft carrier. What is the construction rate today?
11. Who said: "You may fire when you are ready, Gridley"?

12. The Frisian Islands are: (a) in the South Pacific, (b) off the coast of India, (c) in the Mediterranean, (d) off the coast of the Netherlands?

13. Can you identify this now obsolete rating badge?



14. What is the trajectory of a shell?

15. Marines on board a naval vessel are entitled to the same privileges and are under the same discipline as the rest of the crew. True or false?

16. Presence of the cumulonimbus type cloud usually indicates: (a) clear weather, (b) cloudy conditions, (c) thunderheads, (d) fog but no rain.

17. How did the word "tar" as a general name for a sailor originate?

18. What is a monkey's fist?

19. Who was SecNav during World War I?

20. How is the size of fibre rope determined?

(Answers on Page 50)

Promotions

(Continued from Page 9)

duty requirement is modified as indicated in "Service, Sea-Duty and Marks Requirements," page 9.

The term "Construction Battalion personnel" includes all men permanently assigned to Construction Battalion activities, except for men in the Hospital Corps, steward's branch, photographer's mate and specialists ratings. Personnel in those ratings are not Construction Battalion personnel and, therefore, may be advanced only under the provisions of the new directive governing general-service and specialist ratings. Bureau of Yards

and Docks Circ. Ltr. 26-43, which governs advancement in rating of Construction Battalion personnel, will be superseded in the near future.

Ship repair personnel may be advanced in accordance with BuPers Circ. Ltr. 42-44.

References Pertaining To Changes in Status

Advancement in Rating:

Armed Guard personnel—BuPers Ltr. Pers-67-Hn/P17-2, 26 Jan. 1944.

Coast Guard personnel serving with Navy, and Navy personnel serving with Coast Guard—BuPers Circ. Ltr. 115-44 (N.D.B., 30 April 1944, 44-496).

Changes of status to permanent appointment—BuPers Circ. Ltr. 11-42 (N.D.B., cum ed., 42-2102).

Changes of status, enlisted personnel—BuPers Circ. Ltr. 93-44 (N.D.B., 31 March 1944, 44-379).

Construction Battalion personnel—Construction Battalion Circ. Ltr. 26-43 (to be revised in near future).

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

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

Meritorious—Alnav 163 of Dec. 1941 (N.D.B., cum. ed., 41-2021).

Permanent enlisted status of men holding temporary commissions—BuPers Circ. Ltr. 26-42 (N.D.B., cum. ed., 42-2109).

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

Qualifications for ratings—BuPers Circ. Ltr. 98-44. (N.D.B., 31 Mar. 1944, 44-384).

Radio materiel schools, primary and advanced—BuPers Ltr. Pers-67-Hn/P17-2/MM, 28 Jan. 1944.

Ship repair personnel—BuPers Circ. Ltr. 42-44 (N.D.B., 15 Feb. 1944, 44-186).

V-10 personnel—BuPers Ltr. Pers-67-sa/QR8/P17, 5 May 1944.

Changes in Rating:

Change of status, enlisted personnel—BuPers Ltr. Pers-67-Bt/P17-2/MM, 19 April 1944, to comdts. all naval districts, river commands and naval air functional training commands.

General—Art. D-5114, BuPers Manual. Obsolete ratings—BuPers Circ. Ltr. 108-41 (corrected), contained in BuPers Circ. Ltr. 0-44. (Page 555, N.D.B., cum. ed.)

Radiomen to radio technicians—BuPers Circ. Ltr. 94-43 (N.D.B., cum. ed., 43-1136).

Special instructions regarding RM—BuPers Circ. Ltr. 38-44 (N.D.B., 15 Feb. 1944, 44-182).

Specialist (Y)—BuPers Ltr. Pers-67-Hn/P17-2/MM, 9 Feb 1944, to commandants and COs of naval air stations and naval air centers.

Reductions in Rating:

General instructions—Article D-5113, BuPers Manual.

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

Reports:

Pages 9-10 of service records—Article D-4002 and D-4022, BuPers Manual.

9. By wearing stiff leather bands sewn onto their collars to ward off sword blows (1812).

10. Approximately 15 months.

11. Admiral Dewey.

12. (d).

13. Chief master-at-arms (1886).

Later two of the three arched stripes were dropped, and the rating finally was discarded shortly after World War I.

14. Its path through the air.

15. True.

16. (c).

17. From the old custom of a sailor tarring his wearing apparel to make it waterproof.

18. A complicated knot with weight enclosed, used at the end of a heaving line.

19. Josephus Daniels.

20. By its circumference.

Special Instructions For Specific Ratings

Advancements to the following ratings will not be effected unless specifically authorized, in individual cases, by BuPers:

CAerM	CMus
AerM1c	Mus1c
CPtrr	CBgmstr
CPtrrL	CSt
CPtrrM	CCK
*T (Male personnel only).	
*All 3/c specialist ratings.	

• Regular Navy personnel and Fleet Reserves are not eligible for these ratings.

Recommendations for advancement to chief aerographer's mate and aerographer's mate first class will be submitted to BuPers, via Chief of Naval Operations (Op-34), accompanied by completed forms Navpers 624 and examination questions and answers. Examinations for advancement to pharmacist's mate first class and chief pharmacist's mate are not to be forwarded.

All other recommendations for advancement to ratings listed above will be submitted to BuPers accompanied by completed forms Navpers 624. Receipt of recommendations will not be acknowledged. If the status of the rating concerned does not permit immediate advancement, recommendations will be placed on an active file and authorizations for advancement of candidates on the list will be issued as vacancies in the Navy as a whole permit.

Advancement to specialist second class ratings and above may be effected by commanding officers to fill vacancies in complement. Where no qualifications will be published, as indicated by BuPers Circ. Ltr. 98-44, qualifications for advancement may be determined by observation of candidates' proficiency in their individual specialties and their petty-officer-like qualities. Advancements to specialist third class ratings and changes to any specialist ratings may be effected only if specifically authorized by BuPers.

Vitamins

(Continued from Page 10)

may upset the delicate balance of the machinery in the body which helps the body to use food properly.

3. Harm may result to persons who assume that by taking extra vitamins they can ignore other matters of health and diet.
4. If the human body doesn't need the extra taken, it usually passes off as waste, but it may cause harm.
5. As with patent medicines of a former day, possibly the greatest harm is the waste of money, for synthetic preparations are expensive as compared to natural vitamin sources in food.
6. The realm of vitamins is not fully explored by any means. There are still uncertainties, as all vitamins and their effects are not yet known.
7. One thing is known: The Navy ration is a well-balanced diet that is scientifically designed to keep you in first class shape—without any extra vitamins.

Training Courses, Service School Requirements

Only commanding officers of operating units of forces afloat are authorized to waive completion of training courses for advancement of deserving men, but full use should be made of courses available and men should be required to complete courses to the maximum extent possible.

Graduation from a Class A service school will be considered the equivalent of completion of training courses for petty officer third class ratings.

For advancement to the following rates, applicable service school requirements of BuPers Manual may be waived by COs, provided the candidates are in all other respects qualified and fulfill the additional requirements as indicated:

CTM, CTMV (1 or 4, & 2)
TM1c, TMV1c, FC1c
CFC, CFCR (1, 2, 3)
CEM (1, 2, 5)
CRM, ACRM
PR rates (1, 6)
CCS (1, 2)

1. Serving at sea or outside continental U. S.
2. Has had at least 18 months' service in pay grade 2.
3. Has served at least one year in first class rate in operation and maintenance or servicing of one or more of the following directors: Mark 19, 28, 33, 37, 50.
4. Serving ashore in torpedo overhaul shops.
5. Is qualified in the duties of a gyro or I.C. electrician and an entry to that effect made in service record.
6. Special precautions in the interests of safety have been taken to insure adequate qualifications before effecting advancements.

Answers to Quiz on Page 49

1. It first must be run up to the truck, then lowered. (Before lowering from half-mast the ensign is first hoisted to the truck, then lowered.)
2. Seaman, second class.
3. Stormy westerly winds encountered in a geographical belt located between 40 and 50 degrees south latitude.
4. Yes, some troop transports.
5. 10 August 1845. However, the Naval Academy had its beginning in November 1838, when a professor and 15 midshipmen were ordered to the Naval Asylum at Philadelphia for instruction.
6. Me 210 (Messerschmitt fighter-bomber).
7. The USS Vincennes (1829-1830).
8. (a), (b) and (e).



Official U. S. Navy photograph

BIDDLE HALL, U. S. Naval Home, Philadelphia, Pa., lat. 39-56-10 N., long. 75-11-00 W: One of the main buildings, it was named in honor of the first governor of the home, Commodore James Biddle, USN. It is 385 feet in front, embellished with a marble portico of eight Ionic columns each three feet in diameter and is built in the solid masonry style of the time. The cornerstone was laid 3 April 1827.

Naval Home Continued As Harbor for Aged

Continuance of the U. S. Naval Home at Philadelphia as a naval activity was approved recently by SecNav. The home was opened in 1831 for disabled and aged seamen and marines unable to support themselves by manual labor, and has always been operated by the Navy. Veterans of 23 wars and campaigns now reside there.

Paul Hamilton, as Secretary of the Navy, on 22 February 1810 outlined the project for the Naval Home to the chairman of the House Naval Affairs Committee, and it was authorized by Act of Congress, 26 February, 1811. It was proposed that Navy widows be employed as nurses and as attendants to the sick and that their children work in the vegetable gardens with such beneficiaries as were able to till the soil.

Accordingly, in 1826 the Pemberton country estate known as "The Plantation," consisting of 24 acres of land in lawns, vegetable gardens, orchards, shrubbery and woods and a frontage of 460 feet along the eastern bank of the Schuylkill River, was purchased as a site for a combined hospital and the Naval Home. The estate antedated the Revolutionary War and was well known in its location on the historic Gray's Ferry Road, then the main north and south artery into the city of Philadelphia. The city has grown so that now from the Naval Home on 24th and Gray's Ferry Road to the City Hall it is only a 10-minute ride by street car.

The Naval Home was the first institution of its kind to be founded in this country. The cornerstone of Building No. 1 was laid by Commodore Bainbridge who, as president of the Navy Board, delivered the following address:

"The expense of the building which is about to commence under circumstances so auspicious is defrayed out of a fund raised by the monthly contributions of the officers, seamen and marines in the national service. These contributions commenced in the year 1796, and, of course, nearly contemporaneously with the origin of our naval establishment. . . .

"A home will thus be established for the faithful tar who has been either worn out or maimed in fighting the battles of his country. A comfortable harbor will be secured, where he may safely moor and ride out the ebb of life, free from the cares and storms by which he has been previously surrounded. He will here cheerfully and proudly live with his own messmates, with the companions of his former sports, toils, and dangers, and where they will animate each other, by recounting the pleasures which they enjoyed, the perils which they escaped, and the battles which they fought.

"A picture of happiness will thus be exhibited, not less gratifying to the patriot than it will be useful; and stimulating the intrepid youth of our country to enlist under the naval banner that they also may secure similar honors and comforts for a 'green old age.'

"... I humbly beseech Him who governs the sea and the land to bestow His choicest benediction on all those who may here take shelter after an honorable 'march on the mountain wave'."

From 1826 to 1849 the home was under the Bureau of Medicine and Surgery, from then until 1898 under the Bureau of Yards and Docks and since 1898 has been under the Bureau of Naval Personnel. The present governor is Rear Admiral Forde A. Todd, USN (Ret).

New SecNav

(Continued from Page 5)

on the Navy's current vast landing craft program which this year must furnish more than 24,000 craft.

Now 52, Secretary Forrestal is hard and lean and appears 10 years younger. He retains his interest in athletics, is a strong believer in personal physical fitness and bears a permanently dented nose as the souvenir of years of amateur boxing.

As Under Secretary, Mr. Forrestal was almost as widely traveled as Secretary Knox. In 1941 he flew to London to establish a closer liaison between the Navy Department and the British Admiralty in carrying out naval purchases and problems incidental to Lend Lease. His official report on this trip has never been made public.

In August, 1942, just after the Guadalcanal campaign began, he flew to Noumea and Espiritu Santu to inspect the flow of supplies to Guadalcanal.

On a trip to the Pacific last Winter he witnessed the invasion of the Marshall Islands from the deck of a man-o'-war. According to report, he presented such a youthful figure in khaki and open neck shirt that he was mistaken for one of the ship's company. After the Marshalls operation he again inspected the logistics network in the Pacific, visting Tarawa, Guadalcanal, Espiritu Santu, New Caledonia, Bougainville, New Guinea and Australia.

The new Secretary is a strong advocate of keeping a powerful Navy after the war.

Recently he stated that Americans "scarcely deserve to survive if they forget the lessons of history this time and permit the disintegration of the great sea and air power which our Navy will have at war's end."



Osprey (NAS, Wildwood, N. J.)

"Now do you see, Commander, why I'd like some other job on this ship?"

DECORATIONS AND CITATIONS

Medal of Honor Awarded To Marine Ace And To Seaman Who Saved an LST



Official U. S. Marine Corps photograph
Major Boyington

A Marine pilot who shot down 26 Japanese planes and a seaman who died saving his ship from destruction by a Japanese torpedo have been awarded the Congressional Medal of Honor.

The pilot is Maj. Gregory Boyington, USMC, who has been missing since 3 January, the day he shot down his 26th plane. On 17 October 1943 he led a formation of 24 fighters over Kahili and persistently circled the airdrome where 60 Jap planes were grounded, boldly challenging the enemy to come up and fight. Under his brilliant leadership our fighters shot down 20 enemy planes in the ensuing combat without the loss of a single ship.

The 31-year-old major was skipper of a hard-fighting Black Sheep Squadron, composed of casualties, replacements and green pilots. The squadron downed 94 enemy planes in 12 weeks of combat. Major Boyington himself accounted for 14 Jap fighter planes in 32 days. He previously had shot down six Jap fighters while a member of the Flying Tigers in China.

The second medal was awarded posthumously to Johnnie D. Hutchins, Sic, USNR, of Lissie, Tex., who was killed in action on the *LST-473* during landing operations on the Japanese base at Lae, New Guinea. (INFORMATION BULLETIN, March 1944, p. 48.)

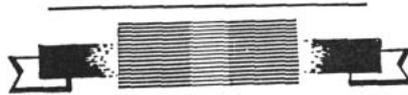
As the landing craft approached the beach a murderous hail of bullets from shore batteries and bombs met the invading forces. A torpedo was spotted, bearing down on the *LST-473* with deadly accuracy. The helmsman started to maneuver the ship out of



Official U. S. Navy photograph
Johnnie Hutchins

its path, but before he could make a move a bomb hit the pilot house, blasting the helmsman from his station.

Hutchins was in the demolished pilot house, mortally wounded but still alive. With his last ounce of strength he grasped the helm and turned the ship clear of the torpedo. He died still clinging to the wheel.



NAVY CROSS

★ Rear Admiral Aaron S. Merrill, USN, Natchez, Miss.: As task force commander during an engagement with Japanese naval forces off Bougainville, 1-2 November 1943, he used daring tactics with gunfire and torpedoes which resulted in the destruction of five hostile warships, including one cruiser and four destroyers. During retirement from this action, his forces repulsed an air attack by 67 planes and shot down 17 of the Japanese planes.

★ Capt. Robert P. Briscoe, USN, Centreville, Miss.: As commanding officer of a warship, he fought his ship gallantly against terrific enemy opposition in the northern Solomons 30 October to 2 November 1943. In a night action he assisted in the sinking of five enemy warships, the damaging of four others and the routing of the Japanese force. Later, under heavy air attack, he directed antiaircraft fire which destroyed 17 Japanese planes.

★ Capt. Irving D. Wiltsie, USN, Plainfield, N. J. (missing in action): Com-

manding the *USS Liscome Bay* in action against Japanese forces off Makin Island, 24 November 1943, he fearlessly fought his way aft to determine the extent of damage suffered from a torpedo hit. His valiant devotion to duty was undeterred by raging fires, structural damage and blazing wreckage.

★ Lieut. Samuel H. Alexander, USNR, Winton, Calif.: Commanding the *USS LST-313* during the amphibious assault on Sicily, he had beached his ship at the assigned point near Cela when an enemy plane bombed it and set fire to the cargo of ammunition. With great courage he skillfully directed fighting of the blaze and the rescue and transfer of all survivors, many of whom were severely burned. His prompt and gallant action saved many lives.

★ Lieut. Joseph Orleck, USN, Winston-Salem, N. C. (missing in action): He was commanding officer of the *USS Nauset* when, during the invasion of Italy, his ship was hit by aerial bombs and set afire. He expertly directed fire-fighting measures, control of flooding and the transfer of all survivors to rescue ships. He remained aboard the *Nauset* in an attempt to beach her and prevent total loss until she hit an enemy mine and sank.

★ Lt. (jg) Phil H. Bucklew, USNR, Ashville, Ohio.: Undeterred by glaring illumination and withering hostile fire during the invasion of Sicily, he located his designated beach and directed the assault boat wave. Utterly disregarding the shore battery and machine-gun fire which repeatedly struck his vessel, he persevered in guiding a subsequent wave to the proper beach.

★ Lt. (jg) Willis E. Maxson III, USN, Austin, Tex. (posthumously): As junior officer of the watch during an



Official U. S. Navy photograph

BRITISH HONOR U.S. ADMIRALS:
Rear Admiral Alan G. Kirk, USN, (left), commander of a U. S. task force operating as part of the Combined Naval Force in England, and Rear Admiral John L. Hall Jr., USN, commander of a unit of Admiral Kirk's task force, recently were decorated with the Order of the Bath in a ceremony in London.

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

attack by a U. S. warship on an enemy base in the Pacific, he defied extreme danger to remain steadfastly at his post while his ship effected the hazardous rescue of two naval aviators shot down within 5,000 yards of the Japanese base. Braving concentrated fire, he ultimately received a mortal wound.

★ Bernard Barney, S2c, USNR, Brighton, N. Y. (posthumously): Serving aboard a U. S. warship during the occupation of the Treasury Islands, he assisted in bringing raging flames under control when two direct hits set the ship afire. Although fatally burned, he volunteered for the repair party and contributed materially to the survival of his ship in an extremely critical encounter.



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Jonas H. Ingram, USN, Jeffersonville, Ind.: As task force commander and Commander Fourth Fleet and South Atlantic Forces from July 1941 to January 1944, he overcame tremendous difficulties to defeat enemy thrusts against Allied commerce in the South Atlantic area. Later, his area was developed into a powerful war front



Vice Admiral
Ingram

from which he struck devastating blows against enemy submarines.

★ Capt. Arleigh A. Burke, USN, Boulder, Colo.: As commanding officer of a destroyer squadron operating against the Japanese in the South Pacific from February to December 1943, he led many offensive operations. He daringly intercepted a group of six hostile destroyers off northern Bougainville and, although outnumbered, attacked with such skill that four, and probably five, were destroyed.

Gold Star in Lieu of Second



LEGION OF MERIT

★ Capt. George C. Dyer, USN, La Porte, Ind.: As chief of staff to Commander Landing Craft and Bases, Northwest African Waters, he ren-

dered valuable assistance in the preparation of more than 300 ships for the amphibious assault on Italy. He was largely responsible for the successful assault of a major task force.

★ Capt. Charles C. Hartman, USN, Lincoln, Neb.: As escort commander of a troop convoy under attack by enemy aircraft off the coast of Algeria 6 November 1943, he maintained effective control of convoy and screening units. Many of the attacking planes were destroyed and damage to the convoys was held to a minimum.

★ Comdr. Morton C. Mumma, Jr., USN, Berryville, Va.: Commanding motor torpedo boat squadrons in the New Britain-New Guinea area from

5 November 1943 to 8 February 1944, he repeatedly engaged hostile aircraft and barge traffic and maintained an intensive blockade by running in close under heavy enemy shore batteries.



LEGION OF MERIT

★ Rear Admiral (then Capt.) Leo H. Thebaud, USN, Washington, D. C.: Commanding the USS *Boise* during the assault on Sicily, he bombarded enemy positions and supported the landings of our troops with devastating effectiveness. His distinctive ability con-

Navy Cross Awards



Aaron S. Merrill
Rear Admiral, USN



Robert P. Briscoe
Capt., USN



Irving D. Wiltsie
Capt., USN



Francis T. Williamson
Comdr., USN



Samuel H. Alexander
Lieut., USNR



John G. Kendall
Lieut., USNR



Phil H. Buckle
Lt. (ig), USNR



Willis E. Maxson III
Lt. (ig), USN



Bernard Barney
S2c, USNR

Photograph not available of Lieut. Joseph Orleck, USN. Reports on citations of Commander Williamson and Lieutenant Kendall appeared in the May issue of the Information Bulletin.



Official U. S. Navy photograph

ADMIRAL DENFELD DECORATED: Rear Admiral Louis E. Denfeld, USN, Assistant Chief of Naval Personnel, is congratulated by Assistant Secretary of the Navy Artemus L. Gates following presentation last month of the Legion of Merit. Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, looks on. Admiral Denfeld was honored for his outstanding service (while a captain) as chief of staff of an Atlantic Fleet task force from 7 April to 26 December 1941.

LEGION OF MERIT cont.

tributed greatly to the success of our operations.

★ Brig. Gen. Gerald C. Thomas, USMC, Washington, D. C.: As chief of staff of a Marine amphibious corps, he contributed materially to the success of our operations in the occupation of the Treasury Islands, the landing on Choiseul, and establishment of the beachhead at Empress Augusta Bay.

★ Capt. Marcy M. Dupre Jr., USN, Levelland, Tex.: As chief of staff to the Commander Naval Bases, South Pacific, from 1 January to 15 May 1943, and later as officer-in-charge of the base plans division, he assisted materially in executing the essential program involving these activities. He planned facilities, construction and procurement.

Officer Decorated Three Times for Amphib Service

Three awards for exceptionally meritorious conduct in the amphibious operations in Sicily, the Gulf of Salerno and the Anzio-Nettuno area have been given Lieut. Wesley V. Vines, USNR, of South Portland, Me.

He won the Legion of Merit for outstanding service as commander of small boat flotillas during the assault on Sicily and a Gold Star in lieu of a second Legion of Merit for his cool and skillful control of boat traffic under the most trying conditions during the landings on the Anzio-Nettuno beaches.

Lieutenant Vines also was awarded the Silver Star Medal for gallantry during the Salerno landing when he took his post in an exposed position on the top deck of the PC-559 and for eight hours, despite continuous fire from enemy shore batteries, directed the assembling and launching of successive waves of assault craft.

★ Capt. James W. Ellis (MC), USN, Cheyenne, Wyo.: By his planning and supervision of vital medical activities during the operations of a Marine amphibious corps in the Solomons from 7 August to 15 December 1943, he contributed materially to the success of our forces in the Treasury Islands, Choiseul and Bougainville.

★ Capt. (then Comdr.) Floyd F. Ferris, USN, Warrenton, Va.: After participating in the initial occupation of Guadalcanal-Tulagi, he made many trips to the forward areas to deliver reinforcements and supplies to Guadalcanal and Rendova. Despite frequent attacks, he skillfully performed his duties as executive officer and assisted his commanding officer in bringing the ship through safely.

★ Capt. (then Comdr.) Clifford A. Fines, USN, Perry, N. Y.: By his marked skill in maintaining prescribed sailings, he contributed greatly to effective employment of assault and subsequent shipping during the invasions of Sicily and Italy as operations officer of the Naval Operating Base, Oran.

★ Capt. Richard R. Hartung, USN, Annapolis, Md.: Commanding a mine squadron and a service squadron with the Atlantic Fleet, he supervised the training and operation of his command with such skill that his ships contributed materially to our success in all phases and theaters of operations in the Atlantic.

★ Capt. Joseph R. Lannom, USN, San Pedro, Calif.: Commanding a naval vessel in the Solomons from January to June 1943, he made numerous trips into the forward area to transport troops and supplies to Guadalcanal. He later took part in the assault on Rendova and completed his hazardous missions without damage to his vessel despite attack by hostile planes.

★ Capt. Robert M. Morris, USN, Harrodsburg, Ky.: Commanding an attack group during the assault on Sicily, he successfully directed the unloading of assault troops and supplies and subsequently rendered vital support for

our forces while commanding convoys.

★ Capt. Roger E. Nelson, USN, De Pere, Wis.: Commanding an attack group during the assault on Sicily, he conducted and correlated the movement of ships and craft offshore and supervised the unloading activities on the beach. He effectively met all large needs for support and maintenance.

★ Capt. Aaron P. Storrs III, USN, Owego, N. Y.: As acting chief of staff to the Commander Alaskan Sector from August 1942 to October 1943, he assisted in planning and organizing expeditionary groups and projected shore facilities. Despite extremely adverse weather he directed the task of landing personnel on Attu for the construction of important installations.

★ Capt. Rupert M. Zimmerli, USN, Portland, Me.: As Commander Advanced Bases and Training Group, Tunisia, and commander of the joint loading control for all ships in an amphibious task force, he skillfully coordinated Army and Navy plans for loading, sailing and operations.

★ Comdr. Bert F. Brown, USN, Salt Lake City, Utah: Commanding a destroyer during an attack on a Japanese submarine, he skillfully conned his ship and attacked the submarine, probably destroying it.

★ Comdr. Edward J. Burke, USN, Wilkes-Barre, Pa.: Commanding the USS *Plunkett* during the invasion of Italy, he conducted accurate and timely shore bombardment and effectively screened transport areas against submarine menace. On 13 September, when the British hospital ship *Newfoundland* was bombed and set afire, he fearlessly maneuvered alongside, placed a fire party aboard and removed survivors to safety.

★ Comdr. Joseph P. Canty, USN, Ports-



Official U. S. Navy photograph

BRAZILIAN ADMIRAL CITED: Vice Admiral Alvaro R. de Vasconcellos of the Brazilian Navy has received the Legion of Merit, degree of commander, for his outstanding services to the U. S. as senior naval member of the Joint Brazil-United States Defense Commission.



Official U. S. Navy photograph

TASK FORCE OFFICER HONORED: *In the presence of Admiral Ernest J. King, USN, the late Secretary of Navy Knox presents a Gold Star in lieu of a second Legion of Merit to Capt. (then Comdr.) William D. Brown, USN, of Frostproof, Fla., who was chief of staff for a task force which engaged a Japanese task force of superior fire power and sank or damaged nine of the enemy ships.*

mouth, N. H.: Commanding a destroyer during the seizure of Attu, he provided invaluable support for our landing craft and, later, for our ground troops advancing against hostile opposition. His ship later furnished fighter director service, enabling our planes to drive off a strong enemy attack.

★ Comdr. Thomas L. Davey (CEC), USN, Prides Crossing, Mass.: As base construction officer in preparation for the capture of Sicily, he directed construction and conversion of training bases in Algeria and Tunisia. He also conducted continuous experiments to perfect transportation and unloading of landing craft.

★ Comdr. William O. Floyd, USN, Trenton, N. J.: Commanding an attack group during the assault on Sicily, he skillfully directed units of his command. He later correlated movements of ships and landing craft offshore as head beach master.

★ Comdr. Robert S. Ford, USN, Quaker Hill, Conn.: Commanding the USS *Rowan* during the Sicilian campaign, he inflicted severe damage on enemy aircraft, skillfully directed shore bombardments in support of Army forces, and effected important amphibious landings and safe convoy of Allied ships. He brought his vessel through many engagements unscathed.

★ Comdr. William R. Franklin, USN, Buffalo, N. Y.: He rendered valuable assistance in the planning and execution of operations, providing vital weather information, and participated in numerous hazardous flights while serving on the staff of Commander North Pacific Force from June 1942 to October 1943.

★ Comdr. Philip D. Gallery, USN, Chicago, Ill.: Charged with the organization and administration of the Antiaircraft Training and Test Center, Dam Neck, Va., from December 1941 to January 1944, he worked untiringly and supplemented the training and testing program with development of new material. His successful work

was an essential factor in bettering antiaircraft doctrines and defense.

★ Comdr. Robert H. Gibbs, USN, Lime Rock, Conn.: Commanding the USS *Wainwright* during the Sicilian campaign, he fought his ship gallantly in support of troop and amphibious operations and while escorting Allied convoys. Under his direction, equipment impaired by near-miss bombs was restored. He also led his command in amphibious landings behind the enemy lines.

★ Comdr. John A. Glick, USN, Richmond, N. H.: Commanding the USS *Bristol* during the Sicilian campaign, he operated his vessel as a unit in a task force in support of the advance of the invasion forces. He handled his ship with expert seamanship in screening assault convoys, providing anti-submarine protection and bombarding enemy positions.

★ Comdr. William M. Gullett, USN, Lincoln, Ill.: As executive officer and navigator of a U. S. warship during the invasion of Sicily, he skillfully organized and trained the ship's company and insured complete readiness of his ship to function efficiently as flagship of a task force commander. He expertly guided landing craft and assault convoys to proper unloading areas in the assaults on both Sicily and the Italian mainland.

★ Comdr. Frederic S. Habecker, USN, Lititz, Pa.: Commanding the USS *Mayo* during the invasion of Italy, he conducted accurate and timely shore bombardment and effectively screened the transport areas against submarine menace. When the British hospital ship *Newfoundland* was bombed, he maneuvered alongside, placed a fire and rescue party aboard and removed survivors to safety.

★ Comdr. George L. Menocal, USN, Key West, Fla.: Leading a destroyer squadron with extraordinary skill in support of the 7th Army's advance along the north coast of Sicily, he obtained the surrender of the military garrison on the island of Ustica. In addition, he effectively executed va-

rious offensive missions and repelled an attack by five enemy E-boats. On several occasions his squadron dispersed enemy air attacks.

★ Comdr. Horace Myers, USN, Boise, Idaho: Commanding a destroyer transport in the Solomons, he landed men and supplies at New Georgia, Guadalcanal and the Russell Islands despite the age of his ship, poorly charted waters and persistent and severe enemy attacks.

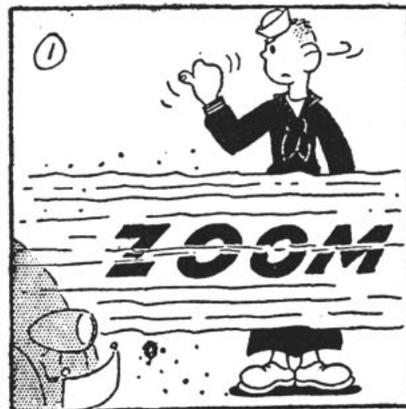
★ Comdr. William J. Richter, USN, Coronado, Calif.: Commanding a mine division in the Pacific area, he operated at night without the use of visual or radio signals and conducted the laying of one defensive and three offensive mine fields quickly and accurately. The successful completion of these missions was largely responsible for the inability of Japanese garrisons to receive reinforcements and supplies.

★ Comdr. Lawrence D. Roberts, USNR, New Orleans, La.: Commanding an advanced amphibious training base in North Africa prior to the capture of Sicily, he skillfully organized facilities and speedily effected the repair of a drydock, making possible the drydocking and servicing of 27 escort craft and contributing materially to the success of the invasion.

★ Comdr. Lionel L. Rowe, USN, San Francisco, Calif.: Displaying skill, tenacity and tireless devotion, he repeatedly assisted, as executive officer, in bringing his ship safely through numerous supply and reinforcement voyages after participating in the initial occupation of Guadalcanal-Tulagi. He also assisted in repulsing enemy aircraft which attacked on three occasions.

★ Comdr. William R. Smedberg III, USN, Arlington, Va.: Placing his ship in favorable position during action against an enemy submarine, he laid down an effective pattern of depth charges. A large oil slick appeared and movements of the sub indicated complete lack of control of the hostile vessel.

★ Comdr. Robert H. Wilkinson, USN, New Smyrna Beach, Fla.: Commanding a destroyer transport in the Solomons, he directed the landing of troops and supplies at New Georgia, Vella Lavella, Treasury and Bougainville Islands despite unfamiliar waters, the age of his ship and persistent enemy attacks.



(See page 57.)

LEGION OF MERIT cont.

★ Lt. Comdr. Marston W. Burdick, USNR, La Jolla, Calif.: Commanding a destroyer transport in the Solomons, he landed troops and supplies at New Georgia, Vella Lavella, Treasury and Bougainville Islands despite the age of his ship, poorly charted waters, and persistent and severe enemy attacks.

★ Lt. Comdr. John R. Daix, USNR, Philadelphia, Pa.: As executive officer of a naval vessel, he participated in the initial occupation of Guadalcanal-Tulagi and made many trips to the forward area to deliver supplies and reinforcements. He assisted in bringing his ship safely through numerous engagements with enemy planes and submarines.

★ Lt. Comdr. Louis M. Fabian, USNR, West Los Angeles, Calif.: As senior beach master during the assault on Betio Island, Tarawa Atoll, he displayed outstanding professional and organizational ability. He worked tirelessly under difficult conditions.

★ Lt. Comdr. John B. Freese, USNR, Framingham, Mass.: Commanding an LCT flotilla during the invasion of Sicily, he achieved outstanding success in the training and preparation of his men and brilliantly directed their landings in spite of adverse weather.

★ Lt. Comdr. Alphord Hays, USN, San Diego, Calif.: Surmounting numerous difficulties, he developed a high state of efficiency in units of his command and enabled the LCT flotilla which he commanded to effect successful landings and cargo unloadings during the assault on Sicily.

★ Lt. Comdr. Edward F. Jackson, USN, Annapolis, Md.: As commanding officer of a destroyer in the Solomons area, he contacted a Jap submarine, surfaced and proceeded on a parallel course. Illuminating the craft with starshells and tracers, his ship fired several salvos in rapid succession which capsized the sub and sent her under within three minutes.

★ Lt. Comdr. Robert G. Newbegin III, USNR, Roslyn, N. Y.: Commanding an

LCI(L) group during the capture of Sicily, he instructed crews under his command with professional skill and indoctrinated them with high morale and determined fighting spirit. During the initial invasion, his brilliant direction as commander of an assault wave enabled his craft to effect assigned landings on schedule despite adverse weather conditions and strong enemy opposition.

★ Lt. Comdr. Ralph L. Ramey, USN, Stanford, Ky.: Commanding a destroyer transport in the Solomons from July to November 1943, he brought his vessel through hazardous, poorly charted waters and transported troops and supplies during the operations against Vella Lavella, Treasury and Bougainville Islands despite the age of his ship and persistent attacks by all weapons of the enemy. He also carried out other vital missions of escort, reconnaissance and vigorous bombardment of enemy shore installations.

★ Lt. Comdr. Gordon Raymond, USNR, Riverside, Conn.: As commander of an LCT flotilla during the invasion of Sicily, he developed crews of high morale and excellent fighting spirit. His flotilla effected assigned landings despite adverse weather.

★ Lt. Comdr. Otto W. Spahr Jr., USN, Orangeburg, S. C.: Commanding the USS *Rhind* during the Sicilian campaign, he made hazardous sweeps along the coast, escorted Allied convoys and inflicted severe damage on attacking aircraft. He also sank an enemy torpedo boat during a period of concentrated offensive action.

★ Lt. Comdr. John O. Speer, USN, Crafton, Pa. (posthumously): At first lieutenant and damage control officer of the USS *Savannah* during the invasion of Italy, he worked tirelessly to organize and train a prompt and effective crew in case of enemy attack. When a hostile bomb struck, he was killed but his well-trained crew carried on and succeeded in controlling the flames and saving the ship.

★ Lt. Comdr. Edward W. Wilson, USNR, Pittsburgh, Pa.: Commanding an LCI(L) group during the capture of Sicily, he instructed crews under his command and developed a flotilla of high morale and fighting spirit. His brilliant leadership during the invasion enabled his craft to effect assigned landings on schedule despite adverse weather conditions.

★ Lieut. John R. Cain, USNR, Quincy, Mass.: Commanding the USS *PC-559* during the invasion of Italy, he maneuvered his ship through minefields and fire from shore batteries. By superb handling he brought his ship through without damage or casualties to crew and then guided assault waves to the beaches.

★ Lieut. John W. Coolidge, USNR, Evanston, Ill.: Commanding a destroyer transport in the Solomons, he transported and landed troops at New Georgia, Vella Lavella, Treasury and Bougainville Islands despite the age of his ship, poorly charted waters and persistent and severe enemy attacks. His expert tactical leadership and sound judgment in escort and recon-



Official U. S. Navy photograph

SALVAGE CHIEF: Capt. James M. Steele, USN, receives the Legion of Merit from Admiral Chester W. Nimitz, USN, for outstanding service as salvage superintendent following the Pearl Harbor attack.

naissance duties and in the bombardment of hostile installations contributed materially to the success of vital campaigns.

★ Lt. John T. Salistean, USN, Omaha, Neb.: Commanding the *LST-379* during the attack on Sicily, he directed the expeditious rescue of 34 troops thrown into the sea from an assault craft being lowered over the side. Later he brought under control flames ignited by a direct hit from an attacking plane.

★ Lieut. Marion C. Walley, USNR, Jackson, Miss.: Commanding a U. S. ship during an engagement with a Japanese submarine in the Solomons, he skillfully attacked, relentlessly tracked the hostile craft, and seriously damaged and probably sank it.

★ Lt. (jg) Edmund H. Volkart, USNR, Aberdeen, Md.: As officer-in-charge of the *LCT-277* during the assault on Sicily, he beached his craft and effected immediate repairs when it was struck and damaged by a direct hit from a shore battery. His vessel was able to disembark troops at a critical point of the action.

★ Boatswain Robert L. Self, USN, Falls Church, Va.: Informed that the USS *Maddox* had been torpedoed during the assault on Sicily, he skillfully directed his ship to the scene and, operating over a two-mile-square area, picked up all survivors of the destroyed vessel and transported them to safety.

Gold Star in Lieu of Second



SILVER STAR MEDAL

★ Comdr. Floyd B. T. Myhre, USN, Chevy Chase, Md.: Commanding a U. S. naval vessel in action in the Solomons from 30 June to 13 July 1943, he maintained his position in a screen formation protecting transports and cargo vessels en route to Rendova and for more than seven hours directed fire with such devastating effect that he silenced five hostile shore batteries without casualties or damage to his ship.



Official U. S. Navy photograph

SERVICE COMMANDER CITED: Admiral William F. Halsey Jr., USN, presents the Legion of Merit to Rear Admiral Calvin H. Cobb, USN, for exceptionally meritorious conduct as Commander Service Squadron, South Pacific, from November 1942 to February 1944.



SILVER STAR MEDAL

- ★ Capt. Robert W. Hayler, USN, Muncie, Ind.: Commanding a U. S. naval vessel in an engagement with Japanese forces off Kolombangara on the night of 12-13 July 1943, he led the cruiser line of battle against an opposing force of six vessels and contributed in large measure to the destruction of at least four and the damaging of two others. Later, when attacked by four destroyers, he skillfully evaded three torpedoes and, when his ship was eventually hit, brought it safely into port.
- ★ Capt. Clarence H. Peterson, USCG, Belmont, Mass.: As commander of a task unit attacked by enemy aircraft in the Southwest Pacific, he displayed outstanding leadership and courage. Minimizing his own damage, he inflicted heavy loss on the Japanese.
- ★ Capt. Robert H. Rodgers, USN, Staten Island, N. Y.: Commanding the USS *McCawley* during long and arduous campaigns in the Solomons, he battled his way through enemy waters, transported vital supplies and reinforcements, fought off frequent attacks and, finally, kept loss of life to a minimum when the *McCawley* was torpedoed during the occupation of Rendova.
- ★ Comdr. Emmett L. Calhoun (MC), USNR, Hoquiam, Wash.: Serving in the USS *Northampton* in the Solomons 26-27 October 1942, he insisted on manning his station although weakened by a major emergency operation. He was seriously injured during an attack but next day, when 114 wounded survivors were brought aboard, he worked tirelessly for four days to relieve their suffering.
- ★ Comdr. Madison Hall Jr., USN, Ruston, La.: Commanding the USS *Jenkins* in the van of a small task force off Kolombangara 12-13 July 1943, he skillfully maneuvered his ship into position and participated in a determined attack on a force of enemy cruisers which resulted in the destruction of at least four hostile vessels and the damaging of two more.
- ★ Comdr. DeWitt C. E. Hamberger, USN, Washington, D. C.: Commanding a U. S. naval vessel in the Solomons from 31 October to 2 November 1943, he fought with superior skill during the Buka-Bonis bombardment, the Shortland area shelling and a later engagement in which five Japanese warships were sunk and four damaged.
- ★ Comdr. Andrew J. Hill, USN, Poplar Bluff, Mo.: Commanding the USS *Nicholas* against a force of Japanese cruisers off Kolombangara the night of 12-13 July 1943, he directed a determined torpedo and gunfire attack, in coordination with our other destroyers, which resulted in the destruction of at least four hostile ships and the damaging of two more.
- ★ Comdr. Benjamin Katz, USN, Cambridge, Mass.: Commanding a naval vessel in the van of a small task force off Kolombangara Island 12-13 July 1943, he launched an aggressive torpedo and gunfire attack against a superior force of Japanese cruisers

and destroyers. At least four hostile ships were destroyed and two damaged, and he brought his ship through the action unscathed.

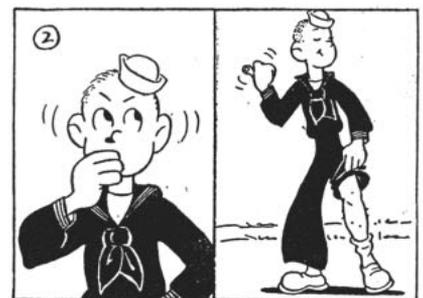
- ★ Comdr. Halford A. Knoertzer, USN, Deer Park, Wash.: Under continual threat of Japanese torpedo and aerial attacks, he commanded a U. S. naval vessel which covered transport forces during the assault on Rendova. In subsequent engagements he distinguished himself in the bombardment of Munda Point and in landing reinforcements at Rich Anchorage.
- ★ Comdr. Dominic L. Mattie, USN, Frederick, Md.: He successfully transported troops and supplies through dangerous waters in the Solomons as commanding officer of a U. S. naval vessel during June and July 1943. He assisted in the support of vital landing operations at Rendova and New Georgia, skillfully fighting off attacks and bringing his ship through unharmed.
- ★ Comdr. Harry F. Miller, USN, Swissvale, Pa.: Commanding the USS *Jenkins* in the Solomons, June-July 1943, he destroyed at least two enemy planes and assisted in the disruption of several air attacks during the assault on Rendova. Later, he further distinguished himself in the vigorous bombardment of Vangunu Island.
- ★ Comdr. Horace Myers, USN, Boise, Idaho: In the face of heavy enemy fire during operations against New Georgia, he assisted in transporting troops and supplies to the advance beachhead. He carried out his vital mission at a time and place which permitted no naval support for the ship he commanded, and brought his ship through without loss or damage.
- ★ Comdr. William K. Romoser, USN, Baltimore, Md.: Commanding the USS *Radford* off Kolombangara Island on the night of 12-13 July 1943, he made an aggressive and determined attack with other U. S. destroyers on a force of Japanese cruisers. At least four hostile ships were destroyed and two others damaged and forced to retire.
- ★ Comdr. Eugene T. Seaward, USN, Kittery, Me.: Commanding a warship engaged in the assault on Rendova, he protected transports and cargo vessels en route from Guadalcanal. He maneuvered and directed the fire of his ship in silencing two shore batteries and subsequently took his ship safely through the restricted waters of Blanche Channel to cover movements of troops and supplies.
- ★ Comdr. John D. Sweeney, USN, Belmont, Mass.: Commanding a transport division in the Solomons from August 1942 to July 1943, he transported troops in the initial occupation of Guadalcanal, conducted an operation against enemy positions at Taivu Point, Guadalcanal, and was actively engaged in the assault on Rendova, the Russell Islands occupation and in transporting troops and supplies through Kula Gulf.
- ★ Lt. Comdr. Robert A. Bonin, USN, Milwaukee, Wis.: As engineering and executive officer aboard the USS *Grayling* during five hazardous war patrols in enemy waters, he exercised sound judgment and superior technical knowledge in contributing materially to the sinking of five hostile vessels totalling 26,007 tons and the damaging of five more totalling 35,665 tons.



Official U. S. Navy photograph

HIS EXPERIMENTS WORKED: Vice Admiral Charles A. Lockwood, USN, Commander Submarines, Pacific, received the Legion of Merit recently for conducting an experimental program of great importance which has resulted in an increased tonnage of enemy ships sunk and damaged.

- ★ Lt. Comdr. Alan G. Grant, USNR, Seattle, Wash.: Commanding a destroyer in the Solomons in June and July 1943, he transported troops and supplies through hazardous waters and under frequent attack in support of landing operations at Rendova and New Georgia. His expert seamanship brought his ship through unharmed and contributed to the success of our operations.
- ★ Lt. Comdr. Cyril B. Hamblett, USNR, New York, N. Y.: As executive officer of the USS *McCawley* in the Solomons from August 1942 to June 1943, he participated in the initial occupation of Guadalcanal-Tulagi and later assisted in transporting supplies and reinforcements to the American garrisons. Later, when his ship was sinking, he supervised removal of personnel with a minimum loss of life.
- ★ Lt. Comdr. John Kremer Jr., USNR, Essex Falls, N. J.: As officer-in-charge of two PT-boats during the invasion of Italy, he launched a daring attack on an enemy convoy protected



(See page 59.)

SILVER STAR MEDAL cont.

by a superior force. Despite hostile gunfire and illumination, he succeeded in destroying an enemy ammunition ship and withdrew his own boats without damage.

★ Lt. Comdr. Charles J. McWhinnie, USNR, San Francisco, Calif.: Commanding a destroyer in the Solomons 25 June 1943, he directed the operations of his ship through dangerous waters to establish a vital beachhead on New Georgia in advance of the main attack. He brought his ship through persistent enemy attacks unharmed.

★ Lt. Comdr. Charles C. Morgan, USNR, Pittsburgh, Calif.: Commanding a warship, in action in the Solomons on 25 June 1943, he assisted in transporting troops and supplies to the advance beachhead on New Georgia. He brought his ship through intense fire and opposition without loss or damage.

★ Lt. Comdr. Ralph L. Ramey, USN, Coronado, Calif.: Frequently subjected to enemy bombing and shelling during operations against Rendova and New Georgia, he successfully transported troops and supplies through dangerous waters and brought the ship under his command through the actions without loss or damage.

★ Lt. Comdr. William H. Shea Jr., USN, Seattle, Wash.: Commanding a high-speed minelayer in action in the Solomons, June-July 1943, he skillfully drove off enemy attacks and successfully escorted troops and supplies through dangerous waters during operations on Rendova and New Georgia Islands.

★ Lt. Comdr. Ralph A. Wilhelm, USNR, Seattle, Wash.: Commanding the USS *Dent* in the Solomons on 25 June 1943 he directed gunfire and operations of his vessel through dangerous waters and under frequent attack in transporting troops and supplies to establish a vital beachhead on New Georgia in advance of the main attack.

★ Lieut. Manne P. Adams (MC), USNR, Sebring, Fla. (posthumously): Under heavy enemy fire near Koi-Ari, Bougainville, 29 November 1943, he unhesitatingly exposed himself directly to Japanese sniper fire in order to administer blood plasma to a wounded man and was instantly killed performing this task after previously administering to numerous men.

★ Lieut. Richard W. Caldwell, USNR, Bartlesville, Okla.: Commanding an LCI (L) during the invasion of Sicily, he fought his ship with superb skill after it broached, and succeeded in disembarking the Army troops aboard. He relented in his efforts only when his supply of ammunition was exhausted and his vessel riddled with hundreds of shells.

★ Lieut. Edward G. Campbell, USNR, Wynnewood, Pa.: As communications officer and member of the torpedo control party of the USS *Grayling* throughout numerous attacks on hostile shipping in enemy controlled waters, he rendered invaluable service. On one occasion he skillfully obtained ranges to the target which enabled his vessel to sink an enemy ship.

★ Lieut. James B. Chase, USNR, Nashville, Tenn.: Although wounded by a shell which struck the *LST-379* during



Official U. S. Navy photograph
AIR COMMANDER CITED: *Vice Admiral John H. Towers, USN, wears the Legion of Merit which he received recently for exceptionally meritorious service as Commander Air Force, Pacific Fleet. He is now deputy commander-in-chief of the Pacific Fleet and Pacific Ocean Areas.*

the assault on Sicily, he skillfully directed the use of the ship's fire-fighting equipment against a roaring gasoline blaze. He continued his efforts despite danger from exploding ammunition until the flames were extinguished.

★ Lieut. Jack E. Kennedy, USN, Water Valley, Miss.: While his destroyer was serving as air guard ship for a group of destroyers supporting amphibious landings near Finschhafen, he furnished accurate and timely information when the group was subjected to fierce and prolonged attack by more than 60 enemy planes.

★ Lieut. John T. Manry III, USNR, Houston, Tex.: As officer-in-charge of the boat carrying a fire and rescue party, he came alongside the fire-swept *LST-158* despite continuous explosions and effected the rescue of a helplessly wounded Army officer. He removed him from the blazing deck during an enemy air attack and evacuated him to safety.

★ Lieut. John D. Ogilby, USNR, New York, N. Y.: Commanding an LCI (L) during the assault on Sicily, he continued beaching operations and directed disembarkation despite heavy surf and repeated hits scored on his ship by the enemy. He exhibited cool courage and seamanship in landing Army personnel.

★ Lieut. Alexander S. Wadsworth III, USN, Washington, D. C.: As torpedo and gunnery officer of the USS *Grayling* during four hazardous war patrols, he directed fire in six vital actions despite constant danger of enemy attack. He was responsible in large measure for the success of his ship in sinking five

enemy vessels and grounding another during actions in which his submarine sank 34,957 tons of enemy shipping and damaged 27,500 tons.

★ Lieut. Edward M. Wurzel (MC), USN, New York, N. Y.: Valiantly risking his life in continuous Japanese fire, he worked tirelessly under the most perilous conditions to attend the dying and wounded during an action on Bougainville, 29 November 1943.

★ Lt. (jg) John L. Fagerland Jr., USNR, Arlington, Mass.: Attached to the *LST-379* during the invasion of Sicily, he and his men succeeded in checking flames which resulted when gasoline tanks and drums were ignited by hostile bullets. He stood in spreading gasoline and directed the control of the flames before they could reach other inflammable materials.

★ Lt. (jg) Russell R. Groves, USNR, Louisville, Ky.: With complete disregard of his own safety during the invasion of Italy, he led his boat waves to designated beaches in the hazardous initial assault, effecting the landings with outstanding skill under extremely difficult conditions.

★ Ens. Theodore R. Chrischilles, USNR, Algona, Iowa: Commanding a support boat during the invasion of Italy, he escorted the first assault waves and exhibited splendid leadership and complete disregard for his own safety in the face of heavy and close enemy artillery fire.

★ Ens. Kenneth E. Howe, USNR, Holiday, Mo. (missing in action): As scout boat officer during the invasion of Italy, he courageously embarked in a small kayak in complete darkness, landed in advance of the assault and maintained an exposed position despite heavy enemy fire while he directed the attacking forces to their proper landing point.

★ Ens. Henry D. McNabb, USNR, Stockton, Calif. (posthumously): Prior to assault operations against Italy, he skillfully organized and trained salvage boat crews and later worked under continuous enemy fire to assist in returning many damaged and stranded craft to active service. He carried out his mission until the boat in which he was embarked was sunk by enemy fire.

★ Ens. Raymond K. Peterson, USNR, Cromwell, Conn.: In charge of an assault boat during the invasion of Italy, he succeeded in escorting 25 amphibious trucks to assigned beaches despite limited navigational facilities. His courageous action enabled proper disposition of reserve forces and contributed to their effectiveness in support of the invasion.

★ Ens. Carmon F. Pirro, USNR, Solvay, N. Y. (missing in action): In charge of a scout boat during the invasion of Italy, he proceeded through gunfire and darkness in advance of the main attack. Finding his position, he directed an assault wave to the designated landing point and enabled the boats to disembark with minimum losses.

★ Ens. John F. Sprague, USNR, Sunnyside, Wash. (missing in action): Piloting a fighter plane against two German submarines in the Atlantic, he boldly strafed the deck and conning tower of one sub despite fierce anti-aircraft. In a second run he again



Hoist (NTC, San Diego)

"Madame, let's not be too enthusiastic about these launchings."

swept the submarine. When his crippled and blazing bomber had been forced to land on the sea, he continued his daring attacks on the U-boats.

★ Ens. Albert P. Thomas, USNR, Portsmouth, Va.: As commander of the first wave of boats of a landing team during the assault on Tarawa, he maintained complete control although wounded by two direct hits which killed many of his men. He embarked troops, aided wounded men to positions behind the boat, dispatched them to places of safety, and then swam to the pier and was rescued. Though greatly weakened, his first thought was of aid for three wounded men left on his boat.

★ Matthew J. Carr, CSM, USN, Brooklyn, N. Y.: Throughout the hazardous war patrols of his submarine in Japanese waters, he displayed expert skill during surface attacks when continuous and speedy maneuvering was required. By his exceptional alertness he was first to report a hostile freighter which was subsequently destroyed.

★ Joseph E. Day, CTM, USN, Toppenish, Wash. (missing in action): Serving in a submarine in action against the Japanese, he displayed outstanding leadership as chief of the boat throughout three hazardous war patrols. During night surface engagements he maintained efficient and expeditious handling of ammunition. His devotion to duty was an inspiration to his shipmates.

★ Frank W. Nettleship Jr., CEM, USN, Portland, Oreg.: Throughout the hazardous patrols of his submarine in Japanese waters, he maintained the electrical apparatus in excellent operating condition. On one occasion he effected ingenious and expeditious repairs to special equipment which later resulted in the damaging of one hostile vessel and the beaching of another and, subsequently, the complete destruction of two more.

★ Harry M. Bailey, SC1c, USNR, Los Angeles, Calif. (posthumously): Serving aboard the LST-375 during the

invasion of Sicily, he voluntarily acted as gun captain on an anti-aircraft gun and courageously directed fire against enemy planes, scoring several hits and assisting in repelling the attack although fatally wounded.

★ Ben R. Clark, GM1c, USN, Grand Prairie, Tex. (missing in action): Serving in a submarine during hazardous war patrols in Japanese waters, he manned his gun with outstanding skill throughout five surface engagements with hostile ships. On one occasion he was responsible for sinking a sailing vessel and subsequently assisted in the beaching of a large coastal steamer. He contributed greatly to the wrecking of a 2,000-ton cargo ship.

★ William L. Gorman, PhM2c, USNR, Denver, Colo.: Attached to the Second Marine Raider Battalion during an attack on Bougainville, 8 November 1943, he exposed himself on many occasions to enemy and machine gun fire to make his way to the wounded, administer first aid and remove them to safety.

★ Harold A. Lundstrom, PhM2c, USNR, Portland, Oreg.: During action against numerically superior Japanese forces on Bougainville, 29 November 1943, he exposed himself to continuous fire, during 14 hours of fighting, to aid and remove wounded comrades to a safer area. He undoubtedly saved the lives of many who otherwise would have perished.



Harold A. Lundstrom

★ Lawton Sandlin, BM2c, USNR, Inglewood, Calif. (posthumously); Clarence P. Beacom, Cox, USNR, Cloud, Minn. (posthumously); George R. Anderson, F2c, USNR, Napa, Calif. (posthumously) and Nolan J. Campbell, S1c, USNR, Arcanum, Ohio (posthumously): Charged with indicating the limits of the beachhead in advance of the landing on Mono Island, 27 October 1943, they left the protection of their troops to fulfill their mission when the convoy was sighted entering the harbor. Rushing ahead of the assault troops, they were killed by machine-gun fire.

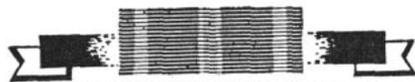
★ John G. Howard, PhM3c, USN, Middletown, Ohio (posthumously): Attached to the Second Marine Raider Battalion during the assault on Bougainville, 1 November 1943, he left his protected position and unhesitatingly crawled to the side of an injured man and administered first aid until he himself was killed by machine-gun fire.

★ Charles Pfeifle, F1c, USN, Ashley, N. Dak. (missing in action): When two enemy shells struck the landing boat in which he was coxswain during the invasion of Italy, he initiated fire-fighting measures and courageously risked his life to save the ship and her vital cargo of ammunition. He persisted until a third shell struck and he was hurled overboard by the concussion.



Official U. S. Coast Guard photograph

CITED FOR LEADERSHIP: *Capt. Clarence H. Peterson, USCG, is presented the Silver Star Medal by Vice Admiral R. R. Waesche, commandant of the Coast Guard, while Rear Admiral P. B. Eaton, USCG, looks on. The citation praised Captain Peterson for his leadership and courage in leading a task unit to an invasion beach under Japanese aircraft attack.*

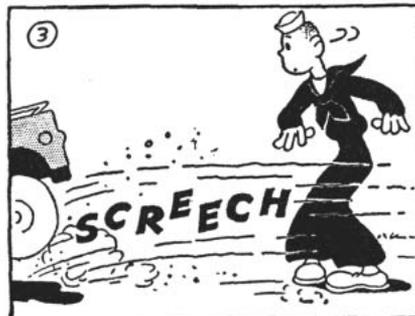


DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Robert F. Farrington, USN, Watertown, N. Y.: Commanding a torpedo squadron in an attack on warships at Rabaul 5 November 1943, he approached low over the crowded harbor to score hits on four heavy Japanese cruisers and two destroyers. Returning, he flew through heavy cross fire and repulsed vigorous attacks by enemy fighters. His tactics aided in preventing the assembled Japanese warships from shelling our landing forces at Bougainville.

★ Lt. Comdr. Edward H. O'Hare, USN, St. Louis, Mo. (missing in action): Commanding a fighting squadron in strafing raids against enemy Japanese forces on Marcus Island, 31 August 1943, he pressed home individual attacks and demonstrated such superb combat efficiency that his squadron was able to destroy all grounded aircraft and seriously damage a high percentage of defensive installations.

★ Lt. Comdr. Richard D. Stephenson, USN, Stockbridge, Mass. (posthumously): Commanding a cruiser aircraft squadron during the invasion of Sicily, he flew seven miles inland fully aware of the presence of enemy planes of superior armor and speed and spotted the long-range fire of the HMS *Abercrombie*. His accurate and efficient performance, until he was shot down,



(See page 61.)

DISTINGUISHED FLYING CROSS cont.

contributed materially to the successful landing of our assault forces.

★ Lieut. Roger J. Crowley Jr., USNR, Manchester, N. H.: Commanding a PBV flying boat in action against an enemy submarine, he struck with bold determination and complete disregard for his own safety. He pressed home a bombing attack in conjunction with a destroyer and contributed materially to the probable destruction of the enemy craft.

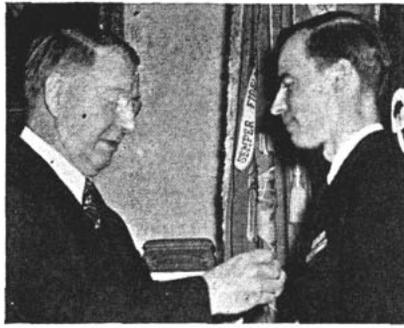
★ Lieut. William J. Geritz, USNR, Berkeley, Calif.: Persistently circling over an area disturbed by air bubbles in the Pacific area, he maintained position until the conning tower of a hostile submarine appeared. He then launched an attack at extremely low altitude, dropping a depth charge which exploded just abaft of the conning tower and left large patches of oil and debris on the water.

★ Lt. (jg) Clifford C. Cox, USN, La Crosse, Wis. (missing in action): Piloting a patrol plane against an enemy submarine, he pressed home a skillful and daring depth-charge attack which probably sank the German ship.

★ Lt. (jg) Robert S. Swan, USNR, Middletown, N. Y., (posthumously) and Lt. (jg) Goree E. Waugh, USNR, Bluefield, W. Va., (posthumously): When their plane was called from a submarine hold-down flight to the scene of a previous attack on an enemy sub, they fought the surfaced vessel and rendered invaluable aid until one of the bombs released by their plane destroyed the hostile ship. However, it exploded with such force that it sent their plane crashing into the sea.

★ Lt. (jg) Arthur L. Teall, USNR, Glen Ridge, N. J. (missing in action): Piloting a dive bomber against Jap warships at Rabaul, 5 November 1943, he pressed home a successful attack against an enemy heavy cruiser despite intense anti-aircraft fire. Pulling out of his dive, he was forced to retire under constant cross fire from the Japanese fleet. Later his plane was attacked by enemy aircraft and shot down.

★ Arthur A. Rittel, AP1c, USN, Kingman, Kans. (posthumously): As pilot and bow gunner on antisubmarine patrol over the Bay of Biscay, 1 August 1943, he succeeded in damaging several enemy planes despite overwhelming odds. He pursued the enemy relentlessly until a hostile shell exploded in the bow compartment.



Official U. S. Navy photograph

COMPLETED EVERY MISSION: *The late Secretary of Navy Knox is shown as he presented the Silver Star Medal to Comdr. Francis M. Peters Jr., USN, of Bluefield, W. Va. As commanding officer of a high-speed minelayer, Commander (then Lieutenant Commander) Peters carried troops and supplies into waters frequented by Japanese surface vessels and submarines. Although his ship was repeatedly subjected to aerial and submarine attack, he completed each mission without damage to his ship.*



NAVY AND MARINE CORPS MEDAL

★ Capt. Harry W. Need, USN, Drexel Hill, Pa.: After all efforts to save the bombed and sinking transport which he commanded had failed, 13 August 1943, he accomplished the abandonment of the ship with a minimum loss of life and assisted a dazed crew member over the side and through dangerous waters to a rescue boat.

★ Lieut. Harvey W. Criswell Jr., USNR, Atlanta, Ga. (missing in action): Serving in the USS *Grayling* during three hazardous war patrols in enemy waters, he maintained his ship in material efficiency and was responsible for highly effective depth control of his vessel during offensive attacks and later for her successful evasion of the enemy.

★ Lieut. Demerle E. Eckart (MC), USNR, Tescott, Kans.: Covered with fuel oil when the USS *Henley* was struck and sunk by a Japanese torpedo, he labored tirelessly aboard overcrowded life rafts to render first aid to survivors. He provided invaluable assistance to the medical officer of the rescue ship after he himself was picked up after eight hours in the water.

★ Lt. (jg) Marcus A. Roby Jr., USNR, Portland, Oreg.: After ascertaining that all his men were clear of the engine room during the sinking of the USS *Henley* by a Japanese torpedo, he supervised removal of wounded from the fire room and remained aboard to clear additional life rafts until the decks about him were completely awash. After abandoning ship, he returned to the area to rescue a shipmate.

★ Lt. (jg) Charles E. Sturz, USNR, Menlo Park, Calif.: Serving in the USS *Chevalier* when his ship was torpedoed during an action in the Solo-

mons on the night of 6 October 1943, he courageously entered a flooded compartment, although stunned and bleeding, to assist in the rescue of several seriously injured crew members.

★ Lt. (jg) Curtis P. Waggoner (SC), USNR, Denton, Tex.: While swimming toward a life raft after abandoning the torpedoed USS *Henley* on 3 October 1943, he came upon a man who was attempting to rescue two wounded and helpless shipmates. He took charge of one and supported him for 300 yards to a life raft although not himself a strong swimmer.

★ Lt. (jg) James A. Weems, USNR, Dickson, Tenn.: Responsible for the hazardous and important task of bomb disposal operations on Tarawa Atoll from 24 November to 8 December 1943, he hastily trained personnel to replace extensive casualties in the bomb disposal squad and worked tirelessly under extremely trying conditions. He carried out disposal operations without casualty to personnel.

★ Lt. (jg) Charles F. Wortham, USN, Richmond, Va.: As member of a fire and rescue party at Algiers, 4 August 1943, he unhesitatingly assisted in cutting through the side of a blazing ship in a desperate attempt to free men trapped below decks. He persisted in his attempts despite danger of further explosions.

★ Eugene J. Hoffman, CTM, USN, Topeka, Kans. (missing in action): Placed in charge of the after torpedo room of a submarine during patrols in Japanese-controlled waters, he kept torpedoes and tubes in readiness at all times and by skill, courage and untiring efforts contributed materially to the combat efficiency of his vessel.

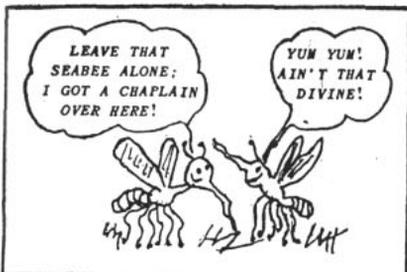
★ Robert E. Small, CMM, USN, Los Angeles, Calif. (missing in action): During three war patrols of his submarine in Japanese-controlled waters, he maintained the engines and other vital equipment in excellent condition and thus contributed materially to the combat efficiency of his vessel.

★ Jack C. Smith, CRM, USN, Dryden, Tex., (missing in action): He maintained special equipment of his sub-



Seadust (NTC, Gulfport, Miss.)

"Worst case of sabotage I ever saw."



Plane Shooter (AGS, Shelton, Va.)

marine in Japanese-controlled waters with untiring skill and throughout the patrols made repairs, assisted in the use of sound gear and furnished valuable information when evasive tactics were necessary.

★ William M. Bone, M1c, USN, San Pedro, Calif.: Attached to a fire and rescue party during operations in Algiers harbor, 4 August 1943, he unhesitatingly approached a blazing vessel despite danger of explosions and courageously assisted in a desperate attempt to cut through the ship's side to rescue men trapped below the decks.

★ James Bullard, AMM1c, USN, Clarkton, N. C.: After freeing himself from a plane which crashed at the Coast Guard Air Station, Elizabeth City, N. C., 17 January 1943, he gallantly risked his life to reenter the flaming wreckage and remove two injured and unconscious occupants.

★ Frederick D. Busch, SF1c, USN, Robinson, Pa.: As a volunteer engaged in diving activities during Pearl Harbor salvage operations, he made dives totalling more than 100 hours of underwater work despite extremely hazardous conditions within the submerged hulls.

★ Rolland F. Cowle Jr., MM1c, USN, Red Wing, Minn.: During rescue of three survivors of a naval plane crash on the night of 16 January 1944, he went over the side to carry a line to a wounded pilot when it became evident that rapid drifting of his ship made throwing of lines or rings impossible. He swam 500 feet in darkness and succeeded in bringing the man back to safety.

★ Jerry Johnson, MoMM1c, USNR, Delton, Mich.: A member of a fire and rescue party engaged in operations at Salerno Bay, 12 September 1943, he boarded the blazing vessel despite imminent danger from exploding gasoline, land mines and chlorine gas, and assisted in the perilous task of controlling the flames.

★ John H. Marks, MoMM1c, Elmira, N. Y. (missing in action): Serving in the USS *Grayling* during the Midway and seven other war patrols in Japanese waters, he maintained the operating condition of his ship in high efficiency. On one occasion he effected prompt repairs which restored the ship to normal use.

★ Robert L. A. Senecal, MoMM1c, USN, Williamansett, Mass.: Aboard a submarine during long and hazardous war patrols in Japanese-controlled waters, his loyal devotion to duty was in keeping with the highest traditions of the U. S. naval service.

★ John D. Adams, Y2c, USN, Butte, Mont.: Taking charge of a wounded shipmate after the sinking of the USS *Henley*, 3 October 1943, he placed him in a life jacket and helped him over the side. He then found two other men struggling to stay above water. He took them all in tow, until relieved, and then towed one man to a raft 300 yards distant.

★ Ralph W. McIntire Sr., MM2c, USNR, Vandergrift, Pa.: Serving aboard the USS *Turner* during the burning and sinking of that vessel, 3 January 1944, he directed the remaining personnel to most advantageous



Official U. S. Navy photograph

CHAPLAIN DECORATED: *Assistant Secretary of the Navy Ralph A. Bard presents the Silver Star Medal to Lieut. Glyn Jones (CbC) USNR, of Poultney, Vt., for his heroism at Cape Torokina, Bougainville, while serving with a Marine division on 1 November 1943. After landing on the beach, Lieutenant Jones, although not required to do so, proceeded to the firing line, searched for wounded in the jungle and assisted in saving the lives of several by directing litter bearers to them. Next day, while conducting burial services for the dead, he was shot at five times by a Jap sniper.*

fire-fighting stations after a series of explosions had killed or injured many crew members. He repeatedly risked his life to enter smoke-filled chambers and evacuate injured men and administer emergency treatments.

★ Ralph H. Tozier, MoMM2c, USNR, Levant, Me.: A member of a fire-fighting unit which boarded a vessel in Salerno Bay, 12 September 1943, he courageously assisted in bringing the flames under control although under imminent danger from exploding land mines, gasoline and chlorine fumes.

★ Harold G. Wyatt, WT2c, USN, Pangburn, Ark.: When the USS *Henley* was sunk by a Japanese torpedo 3 October 1943, he was blown over the side. He discovered one of the officers in the water, critically injured and without a life belt. With the help of another man he supported the officer for three hours, then placed him in a life jacket and remained with him until all were rescued 15 hours later.

★ Donald H. Butler, Cox, USNR, Bridgeport, Neb., and Allan Dutch, Flc, USNR, Detroit, Mich.: When their vessel suffered a damaging underwater explosion in the Aleutians area, they voluntarily jumped into the cold and oil-covered sea to rescue comrades blown overboard by the explosion.

★ Raymond E. Milner, PhM3c, USNR, Salt Lake City, Utah, and Allen B. Olsen, CM3c, USNR, Mt. Pleasant, Utah: On 14 September 1943 they rescued an Army pilot from a plane which crashed and burst into flames while making a night landing. They released the wounded pilot and carried him to safety amid exploding ammunition from the plane's magazines.

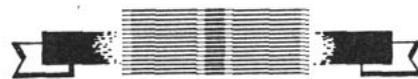
★ James R. Peckham, Cox, USNR, Newport, R. I.: When his ship was

sunk after a collision, 6 January 1944, he removed his own lifejacket and placed it on a severely burned comrade, using every possible means to insure the safety and rescue of the helpless man. His prompt and gallant action saved the life of a shipmate.

★ Kenneth H. Walker, WT3c, USN, Newcomerstown, Ohio: Blown over the side by the initial explosion during the sinking of the USS *Henley* 3 October 1943, he supported an injured officer with the help of a shipmate for three hours. After being found by four shipmates he then placed the officer in a lifejacket and remained with him until they were rescued 15 hours later.

★ Clayton A. Wood, CM3c, USNR, White River Junction, Vt.: When a plane crashed 200 yards offshore at Jamestown, R. I., 5 December 1943, he swam to the assistance of the dazed and injured pilot despite extreme cold. With the help of a comrade he pulled him onto a rock and then fought desperately to reach another injured man, and dragged him ashore.

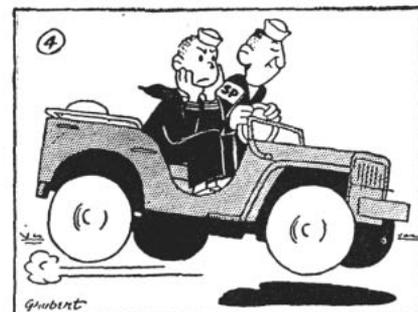
★ Arthur P. Clarke, Slc, USNR, Mobile, Ala.: Attached to the USS *SC-1306* when that vessel collided with another off Cape Lookout, 5 December 1943, he freed himself from wreckage, and despite a minor foot injury, half carried and half pushed an injured comrade through a flooded compartment and eventually got him topside to safety.



Bronze Star Medal

★ Capt. (then Comdr.) Frederick J. Bell, USN, Baltimore, Md.; Comdr. Jacob E. Cooper, USN, Columbus, Ga.; Comdr. Gelzer L. Sims, USN, Orangeburg, S. C., and Comdr. Willard M. Sweetser, USN, Gray, Me.: Commanding destroyers that were conveying troops, supplies and equipment to Guadalcanal, 17 February 1943, they assisted in repelling and frustrating an attack by Japanese torpedo planes and destroyed at least five planes.

★ Comdr. James H. Ward, USN, San Francisco, Calif., and Comdr. (then Lt. Comdr.) Francis T. Williamson, USN, Tiverton, R. I.: Commanding destroyers which engaged Japanese aircraft in the Solomons, 17 February 1943, they assisted in repelling and frustrating an attack on a valuable convoy by torpedo planes. Their ships helped rout the enemy with a loss of at least five planes.



Bulletin (NTC, Great Lakes)

BRONZE STAR MEDAL cont.

★ Reed B. Hogan, CPHM, USN, Hornbeak, Tenn.: He made several trips through enemy fire to remove comrades wounded when an enemy shell struck a landing boat at Empress Augusta Bay, 1 November 1943. He transported the injured men to a place of safety and rendered medical aid.

★ Charles E. Hart, PhM1c, USN, Houston, Tex., Harry E. Reite, PhM1c, USN, San Leandro, Calif.; Wesley S. Proctor, PhM1c, USN, Corpus Christi, Tex.: When a landing boat was hit by an enemy shell which wounded several men during landing operations at Empress Augusta Bay, 1 November 1943, they made several trips through Japanese fire to assist in the removal of injured comrades to a place of safety and to render medical aid.

Gold Star in Lieu of Second



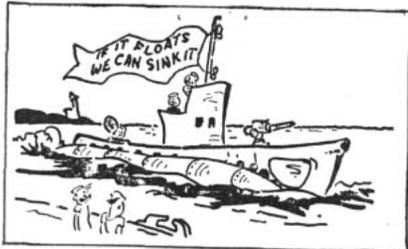
AIR MEDAL

★ Lieut. Robert E. Nadeau, USNR, St. Paul, Minn.: Pilot of a heavy bomber in the South Pacific Area, he flew numerous long-range searches deep into enemy territory in day and night attacks on airfields, troop concentrations and shipping. His missions totalled 1,250 flying hours, many made in the face of enemy plane and anti-aircraft opposition.

★ Lt. (jg) Wayne C. Presley, USNR, Los Angeles, Calif. (missing in action): Flight leader of a carrier-based squadron during the occupation of Attu, he daringly took off in a fog so dense that effective air support seemed impossible and led his planes in bombing and strafing attacks which paralyzed local resistance.

★ John D. Downes, ACRM, USNR, Beachurst, N. Y., (posthumously): As radioman and photographer of a torpedo bomber in combat with a German submarine, he steadfastly remained at his vulnerable battle station throughout the second approach and attack and carried out his duties until fatally wounded.

★ John D. Edwards, AMM2c, USN, Tamaqua, Pa. (posthumously): When his plane was called from a submarine hold-down fight to the scene of a previous attack on another submarine, he rendered invaluable assistance to his pilot until a bomb from the plane struck the submarine with such explosive force that the enemy was destroyed but his own damaged aircraft was sent plunging into the sea.



Periscope (USS Sperry)

"Her skipper was formerly an advertising man."



AIR MEDAL

★ Comdr. Frank Bruner, USN, Philadelphia, Pa.: As patrol-plane pilot and commander of Patrol Squadron 61 during the Aleutian campaign, he led his squadron on numerous hazardous missions and operational flights despite adverse weather conditions. He was exceptionally successful in combating enemy submarines.

★ Comdr. Theodore R. Frederick, USN, Rochester, N. Y.: During the initial selection survey of Army and Navy bases in Newfoundland in September 1940, he effected a night landing on Prince Edward Island when attempting to evade a hurricane. He took off before daylight despite fog and violent winds and reached his destination.

★ Comdr. Nathan S. Haines, USN, Decatur, Ill.: Leading a squadron of bombing planes during the Aleutians campaign, he developed and proved the efficiency of a technique of bombing in low or non-existent visibility. He repeatedly led his squadron in the face of heavy anti-aircraft fire.

★ Lt. Comdr. Ralph R. Humes, USN, Tarentum, Pa.: Pilot for the fleet air wing commander during the western Aleutians campaign, he flew long distances at great personal risk in the face of adverse weather and heavy opposition. As wing gunnery officer, he demonstrated that all-night bombing of enemy positions on Kiska was possible despite hazardous weather.

★ Lieut. Douglas Henderson, USNR, Fresno, Calif., (posthumously): Pilot of a fighter plane during the seizure of Attu, he flew dangerously low over mountainous terrain to insure the effectiveness of his attacks in support of our hard-pressed ground forces. He took part in numerous strafing and bombing missions.

★ Lieut. Samuel C. Peterson, USNR, Kelso, Wash.: As navigator and gunner during the Aleutians campaign, he braved severe weather to assist in bombing and strafing attacks. He carried out one attack mission although his plane was pierced and damaged by anti-aircraft fire.

★ Lieut. Thomas R. Wheaton, USNR, Independence, Mo.: As navigator and gunner of a patrol plane in the Aleutians, he braved severe weather and low ceilings to attack Japanese ships in Kiska harbor and pressed home devastating attacks despite withering counter fire which damaged his plane.

★ Lt. (jg) Tom G. Atwell, USNR, St. Louis, Mo., (missing in action): Piloting his fighter plane in a raid against Rabaul, 5 November 1943, he followed his division leader into a hail of fire and engaged a superior force of the enemy. He pressed home a destructive attack on enemy shipping and installations before his plane was shot down by anti-aircraft fire.

★ Lt. (jg) Charles M. Bransfield, USNR, Chicago, Ill., (missing in action): Flying as second leader in action against the Japanese in the Gilberts, 18 September 1943, he carried out four bombing attacks despite fierce opposition. When his plane was

hit on the last run, he skillfully glided four miles south of the hostile area, executed a difficult cross-water landing and freed his radioman and gunner before the plane sank.

★ Lt. (jg) Glen W. Kitchen, USNR, Salt Lake City, Utah (missing in action): On 2 November 1943 he skillfully attacked and destroyed a Japanese dive bomber which threatened our ships at Empress Augusta Bay. He carried out many hazardous missions despite fierce enemy opposition.

★ Lt. (jg) Paul H. Prandini, USNR, Monterey Park, Calif., (missing in action): Piloting a dive bomber against Tarawa, 18 September 1943, he pressed home vigorous attacks, although struck by shellburst, and inflicted considerable damage on Japanese installations.

★ Lt. (jg) Francis R. Register, USNR, Bismarck, N. D., (missing in action): Piloting a carrier-based fighter plane during the occupation of Attu, he pressed home persistent bombing and strafing attacks, diving within dangerously close range of his targets.

★ Lt. (jg) John M. Robinson Jr., USNR, Charlotte, N. C., (missing in action): As a pilot in a fighting squadron during a raid on Tarawa, 18 September 1943, he swept down in persistent strafing runs to blast hostile emplacements despite terrific counter fire. He enabled our bombers to arrive at the objective and attack without loss.

★ Lt. (jg) Cleon S. Stitzel, USNR, Parkers Prairie, Minn.: Navigator and gunner of a patrol plane in action against the Japanese during the Aleutian Islands campaign, he skillfully assisted in dive-bombing and strafing attacks despite fog and withering anti-aircraft fire which pierced his own ship.

★ Lt. (jg) Arthur N. Turner, USNR, Norwalk, Conn.: Participating in a daring strike against Japanese shipping in Kahili harbor, 17 July 1943, he skillfully coordinated his tactics with bomber and fighter units in the sinking of seven hostile ships, the damaging of another and the destruction of 49 enemy aircraft. He also took part in a raid on Bougainville Straits in which a large seaplane tender was destroyed.

★ Ens. Ernest D. Jackson, USNR, Oakland, Calif. (missing in action): As fighter pilot during the occupation of Attu, he dived to perilously low altitudes to aid our hard-pressed ground troops and pressed home strong attacks against enemy positions.

★ Ens. Donald R. Besmehn, USNR, New Ulm, Minn., (posthumously); Ens. William G. Maierhofer, USNR, Ottawa, Ill., (posthumously); Edward L. Chapman, CRM, USN, Long Beach, Calif., (posthumously); Anthony J. Petaccio, ARM1c, USN, Norristown, Pa., (posthumously); Daniel J. Ford, AMM2c, USNR, Hartford, Conn., (posthumously); Sterling F. Seymour, AMM2c, USN, Minneapolis, Minn., (posthumously); Walter G. Seidel, ARM3c, USNR, Philadelphia, Pa., (posthumously); George J. Zuckiewicz, AOM3c, USNR, Muskegon, Mich., (posthumously) and Donald W. MacLathie, S2c, USNR, Reading, Pa., (posthumously): When their plane was called from a hold-down flight to

the scene of a previous attack on another submarine, they steadfastly collaborated in the eventual destruction of the submarine by a bomb which exploded on the deck of the vessel with such force that their own damaged aircraft was sent plunging into the sea.

★ Ens. Oren C. Morgan, USNR, Oklahoma City, Okla., (missing in action): A fighter plane pilot during the 31 August 1943 attack on Marcus Island, he pressed home bold strafing runs with courageous disregard of his own safety and either diverted or destroyed anti-aircraft resistance.

★ Ens. David E. Satterfield III, USNR, Richmond, Va.: Participating in a raid on Wake Island, 5-6 October 1943, he navigated his damaged plane back to the carrier and landed safely on board although severely wounded by a large-caliber machine-gun bullet and suffering extreme pain and from loss of blood.

★ Ens. Floyd A. Towns, USNR, Grand Junction, Colo., (posthumously): As fighter plane pilot during the 31 August 1943 raid on Marcus Island, he completed one highly successful mission. Upon return to his carrier, he volunteered for a second combat mission to provide protection for our bombers. From this he never returned.

★ Paul T. Barnett, PhOM1c, USNR, Corpus Christi, Tex., (posthumously): As combat photographer in the air group commander's plane during attacks against Rabaul on 5 November 1943, he skillfully operated his camera despite fatal wounds as his plane dived into a hail of fire, and obtained photographs which proved invaluable to our forces.

★ Kenneth O. Kalberg, AMM1c, USN, Kokato, Minn., (missing in action): Member of the crew of a torpedo bomber during a night raid on Marcus Island, he rendered invaluable assistance to the pilot who was leading his division to the attack. He contributed to the infliction of severe damage on the enemy.

★ John D. Edwards, AMM2c, USN, Tamaqua, Pa. (posthumously): Member of the crew of a Navy patrol plane which made a daring and determined run on an enemy submarine, he performed his duties as gunner with initiative and skill and materially assisted his pilot in destroying the hostile craft and in bringing their damaged plane safely back to base.

★ Alfred O. Jungmeyer, ARM3c, USNR, Lohman, Mo., (missing in action): During the first carrier assault

on Tarawa, his plane dived into an intense hail of anti-aircraft fire. He rendered invaluable aid to his pilot during the subsequent bombing and strafing. In the course of the action his plane was hit, failed to pull out of the dive and crashed into the sea.

Submarine, MC Division Awarded Unit Citations

The submarine *Trigger* has won the Presidential Unit Citation for daring and hazardous tactics during her fifth, sixth and seventh war patrols. By pursuing her targets with dogged determination and striking with consistent aggressiveness, the *Trigger* inflicted severe damage on enemy shipping.

The Second Marine Division (Reinforced) has been awarded the Presi-

dential Unit Citation for its gallant assault and victory over the Japanese defenders of Tarawa.

Forced by treacherous coral reefs to disembark from their landing craft hundreds of yards off the beach, the marines became a highly vulnerable target for a devastating Japanese fire. Advancing in spite of rapidly mounting losses, the marines cleared the limited beachheads of snipers and machine guns, reduced powerfully fortified enemy positions and completely annihilated the strongly entrenched defenders.

Maj. Gen. Julian C. Smith, USMC, who commanded the division at Tarawa, has been transferred to another assignment. The Second Division now is commanded by Maj. Gen. Thomas E. Watson, USMC, who led the 22nd Marine Regiment in its conquest of Eniwetok Atoll.

The Month's Alnavs in Brief

No. 80 — Limiting per diem to 60 days at any one temporary duty station on any one set of orders, or any one trip on repeated travel orders, except where orders issued or approved by BuPers specify otherwise.

No. 81 — Correcting reference to CNO serial 856016, 31 March 1944.

No. 82 — Calling for rendering of certain accounts monthly, effective with month of July 1944.

No. 83 — Calling for applications for seven-month postgraduate course in naval architecture from Naval Reserve officers not over 26 years old who are engineering college graduates or have degree in applied physics. Next class convenes 2 Nov. 1944; applications should be submitted through official channels to reach BuPers before 1 Sept. 1944.

No. 84 — Announcing to the naval service the death of Secretary of the Navy Frank Knox, with a brief biography.

No. 85 — Announcing funeral services for the late Secretary.

No. 86 — Announcing appointment to next higher rank, to rank from 1 May 1944, of ensigns and lieutenants (junior grade) on the active list of the regular Navy, Naval Reserve and Women's Reserve (but not Navy Nurse Corps), line and staff in corps, with continuous active duty in their respective ranks since 1 April 1943.

No. 87 — Directing that requests for heavier-than-air flight training from members of the Naval Academy class of 1944 be forwarded as soon as practicable.

No. 88 — Calling for submission semi-annually, 31 March and 30 September, of fitness reports on Marine Corps officers including retired and reserve officers on active duty, except those serving in first two years of active commissioned service. Requests

reporting seniors who consider a temporary or reserve officer suitable material for eventual appointment to the regular Marine Corps to include a statement to that effect.

No. 89 — Calling for applications to BuPers via COs from officers of line and staff corps, including medical corps, desiring appointment to School of Military Government for training with eventual assignment to foreign duty as civil affairs officers in occupied areas.

No. 90 — Appointing certain lieutenant commanders of the line on the active list of the regular Navy and Naval Reserve to the rank of commander for temporary service.

No. 91 — Requesting submission, to reach BuPers not later than 10 June 1944, of estimates of all unobligated funds under appropriation 1740433, Welfare and Recreation Navy 1944, that will revert to BuPers on 15 June 1944 in accordance with Art. E-7404, BuPers Manual.

No. 92 — Announcing beginning of distribution of revised deck log book (rough log) Form NavPers 130, and smooth log forms NavPers 134, 135, 136 and 137, by BuPers on 5 May 1944.

No. 93 — Modifying Paragraph 16(B), Marine Corps letter of instruction No. 613, to provide that hereafter disbursing officers be furnished one copy of form Nav MC 535, in addition to the form now required.

No. 94 — Points out that Army regulations on travel via ATC planes in U. S. require that leave papers specifically state that officers or men are on leave from duty overseas and, upon expiration of such leave, will return overseas. This also applies to personnel on leave from vessels operating overseas.



The Chaser (SCTC, Miami, Fla.)

"It isn't so bad once you get in!"

LETTERS TO THE EDITOR

(Continued from Page 36)

on date of normal expiration, his enlistment is extended for the duration and six months. In such a case he may execute a voluntary extension or be discharged and reenlisted at any time thereafter and be entitled to re-enlistment and travel allowances provided under current instructions. See Art. 2143, BuS&A Manual, and BuPers Circ. Ltr. No. 91-42 (N.D.B., cum. ed., 42-173).—Ed.

CHIEF WARRANT STATUS

TO THE EDITOR:

Is a chief warrant officer actually a commissioned officer? If so, how long has this been the case—just since the war, or for some time before?—D.J.B., Sp(T)2c.

• A chief warrant officer holds his appointment by virtue of a commission and therefore is a commissioned officer. Under Navy Regulations, Art. 158, commissioned warrant officers rank "with but after ensigns." Commissioned warrant rank always has existed in the U. S. Navy.—Ed.

'SA' PROMOTIONS

TO THE EDITOR:

Can a special-assignment man obtain a commission in the staff corps of the Navy, such as Supply Corps, for which he is experienced, if he is a graduate of a university, has several years of valuable experience in his field, and as a civilian had previously applied for and been rejected for a commission because of the same physical handicap for which he has been placed in SA? If not, what advancement can an SA man hope for?—R.J.F., SK3c.

• Although certain inorganic defects may be waived in the cases of applicants for a commission, BuPers does not waive physical or other defects when fully qualified applicants are available. The granting of a waiver depends not upon whether the applicant is a civilian or already in the naval service, but on the needs of the service in relation to the supply of candidates at a particular time.

As to your second question, SA men are eligible for advancement in the same manner as general-service personnel.—Ed.

V-12 TO SEABEES

TO THE EDITOR:

I am in V-12 earning a mechanical-engineering degree. Is it possible after I have completed my training to become a Seabee? If so, what will be the procedure?—C.W.I., AS, USNR.

• Just prior to completion of training at the Navy V-12 unit, you may apply via your commanding officer to BuPers for further training leading to a commission as ensign CEC-V(S) and assignment to duty with the Seabees. Your application then will be submitted to the Bureau of Yards and Docks, which may approve you for such training but need not necessarily, after that training, assign you to the Seabees. Your assignment conceivably could be in public works. Quotas for mechanical engineers in the Seabees are always limited.—Ed.

GOLD CHEVRONS ABOLISHED

TO THE EDITOR:

I served almost 28 months in World War I, including 13 months with the U. S. Navy in European waters. (1) Am I allowed to wear the gold chevron for that service? (2) What ribbons do I rate other than the Victory Medal?—R.A.F., CPhM.

• (1) No. The chevron was abolished by the Navy shortly after World War I. The Army, however, authorizes one chevron for each six months overseas during the last war. Chevrons should not be confused with service stripes; the Navy allows the wearing of one stripe, or hash mark, for a "duration of war" enlistment in World War I. (See also letter directly below.) (2) None.—Ed.

DOW HASH MARKS

TO THE EDITOR:

Is BuNav Circ. Ltr. 109-19 of 4 August 1919 still in effect? This letter permitted

reservists of World War I who reenlisted in the regular Navy after the war to wear a service stripe for their reserve enlistment, whether it was for four years or otherwise. Another shipmate and I did two years to the day in the reserves on active duty during this war and then switched over voluntarily to the regular Navy with BuPers' permission. We would like to know if we are permitted to wear a service stripe for our two years in the reserves—our enlistment was not up when we switched over since we were DOWs.—J.P.W., Y1c, USN.

• BuNav Circ. Ltr. 109-19, authorizing the wearing of one service stripe for "duration of war" enlistments, applied only to those who served in World War I and were discharged for expiration of enlistment after less than four years service. Service in this war, for purposes of service stripes, is based on the regular standards, one stripe for each four years of active service as set forth in Art. 8-8, Uniform Regs. The answer to your second question, therefore, is No.—Ed.

GUILTY AS CHARGED!

TO THE EDITOR:

Speaking of courts-martial (INFORMATION BULLETIN, April 1944, page 8), we came across a rather interesting case recently. A man absented himself from his station and duty without leave. His absence was not discovered until 2200 the same day. He surrendered himself to naval authorities at 2030 the same day, an hour and a half before his absence was discovered. The man returned to his station as directed by orders issued him by the naval authorities and reported in at 1600 the following day.

No definite information can be obtained as to the exact time he absented himself from his station. The question is, can he be declared AWOL? If so, how would you determine when he actually left the station, since a specification to a summary court-martial would have to show the approximate time of departure? Since the man returned to naval custody before he was actually discovered to be absent, does this offer any basis for not declaring him AWOL?

The opinion here is that you can't declare a man to be absent any sooner than he is found to be missing from his station. Since there is no way of determining the approximate time of departure, plus the fact that his absence was not discovered until after he had surrendered himself, the issue is in doubt. We say he can't be charged with being AWOL, but might be charged with "conduct to the prejudice of good order and discipline." What would be the ruling on this case?—R.G.S., CY(AA), USN, and J.D.B., Y2c, USNR.

• A man commits an offense when he absents himself from his station and duty without authority, and the time element aggravates the offense. Your man definitely could be declared AWOL, by the fact that he turned himself in to naval authorities elsewhere. An investigation in all likelihood would reveal the approximate time of the man's departure and it could be so stated in the specification. A specification could be worded to allege the man did "on or about" a certain date "absent himself from his station and duty without leave from proper authority for an indeterminate period of time."

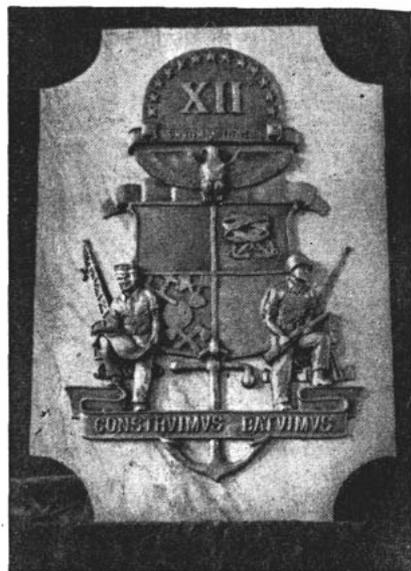
The fact that he placed himself in naval custody before his absence was discovered is merely evidence of a desire to terminate his absence without leave.—Ed.

CCS REQUIREMENTS

TO THE EDITOR:

May I advance to chief commissary steward (1) without sea duty and (2) without attending the commissary steward's school if I am otherwise qualified? I have 20 months' active service, 10 as SC1c.—O.J.O., SC1c.

• (1) No. See story and reference on latest sea-service requirements, including advancement to CCS, on page 69. (2) Yes, provided you are recommended by your commanding officer and have at least 18 months service as SC1c or Bkric and have demonstrated ability in the duties of a commissary steward in handling a general mess (BuPers Circ. Ltr. 110-43, N.D.B., cum. ed., 43-1185, Enclosure C, III-4(f)), assuming, of course, that meanwhile you meet the sea-duty requirements.—Ed.



SEABEE PLAQUE

TO THE EDITOR:

Enclosed is a photograph of the winning entry in a plaque-design contest held recently by the 12th U. S. Naval Construction Battalion. The theme is "Skilled Workers in All Things." The design is the work of Frederick A. Burke, CM2c. Under the supervision of Ralph A. Burdick, CCM, Burke modeled the plaque in clay. Forty casts, the number restricted by the supply of materials available, were produced by Burdick, and each was colored by Burke in transparent oils.—E.C.L., Comdr. (CEC), USNR.

SEA AND FOREIGN DUTY

TO THE EDITOR:

I understand that commissioned officers, including chief warrants and nurses, draw 10% more base pay for sea duty, and warrant officers and enlisted men 20% more. Is service at advanced bases or other shore establishments beyond the continental U. S. construed as sea duty?—G.S., S2c.

• No. For pay purposes, its correct designation is foreign service duty, but it carries the same base pay increase as sea duty. The rates of increase as you have stated them are correct.—Ed.

PROCEDURE FOR TRANSFER

TO THE EDITOR:

I am a CPO with 12 months foreign service. How may I apply for change of duty to instructor in a hospital corps school?—J.W.F., CPhM(AA), USNR.

• You should write a letter to BuPers via your commanding officer requesting such change and stating your reasons therefor.—Ed.

COMPASS MECHANIC RATING

TO THE EDITOR:

Is there any specialist rating for men who calibrate compasses on patrol bombers?—W.W.W.

• No. Calibrating compasses is one of the duties of an AMMI (aviation instrument mechanic). Qualifications for this rating may be found in Enclosure (C), BuPers Circ. Ltr. No. 280-43 (N.D.B., cum. ed., 43-1759).—Ed.

REBIBION REQUIREMENTS

TO THE EDITOR:

I was based ashore in the States with an aircraft squadron of the Atlantic Fleet prior to the war. In December last year I was on permanent duty with an aircraft squadron overseas for 17 days. (1) Do I rate the bronze star on my American Defense Ribbon? (2) Do I rate the American Theater Ribbon? (3) Are 17 days overseas sufficient to warrant mustering-out pay based on foreign service?—C.P.H., Y2c.

• (1) No. No stars have been authorized on the American Defense Ribbon for service since 7 December, 1941. (2) Requirements for the American Theater Ribbon are: (a) 30 consecutive days on temporary

additional duty or (b) 30 days accumulated permanent duty in the American Theater, outside continental U. S., except (c) if you encounter combat, in which case you immediately become eligible. The answer in your case is no, unless you encountered combat. (3) Yes. See article on mustering-out pay law, page 70, March 1944 INFORMATION BULLETIN.—Ed.

RIGHT-SIDE RIBBON

TO THE EDITOR:

I recently saw a picture in a newspaper showing an Army sergeant wearing a campaign ribbon on the right side of his chest. How come? Also, is there any campaign bar to be worn on the right side of the chest by Navy men?—W.E.B., Ylc.

• The ribbon probably was the Army Distinguished Unit Badge, which is worn on the right side. The only Navy ribbon authorized to be worn on the right side is the Presidential Unit Citation and that only when medals are worn on the uniform.—Ed.

HOW AIGULETTES STARTED

TO THE EDITOR:

In "How Did It Start," January 1944 INFORMATION BULLETIN, page 48, aigulettes were said to have originated in olden days when the aide-de-camp of a knight carried on his shoulder ropes and pegs for tethering the knight's horses. I believe aigulettes were used originally to carry pencils for writing down the flag officer's despatches and orders.—D.H.R., Comdr., USNR. • Thanks. Any other versions?—Ed.

SPECIALIST (A) PROMOTIONS

TO THE EDITOR:

The specialists (A) in the training department here have been company commanders in recruit training for between six and nine months. There have been no advancements in rating as yet, and no information is obtainable on qualifications in rating for advancement. What is the word on this?—H.J.K., Sp(A)1c.

• Advancements are made only to fill vacancies in complements. Qualifications are printed in BuPers Circ. Ltr. No. 49-43 (N.D.B., cum. ed., 43-833). Advancement in rating is a function of commanding officers. General instructions are issued by BuPers.—Ed.

NUMERALS UNAUTHORIZED

TO THE EDITOR:

Your "Regulations on Area Service Ribbon Stars" in the March 1944 issue states: "Wearing of numerals on area service ribbons is not authorized." Wasn't there an Alnav in April or May 1943 authorizing numerals for the American Area Ribbon for certain types of duty, antisubmarine, escort, etc.?—E.T.A., CSK, USN.

• Yes, Alnav No. 74, 19 April 1943, but it was canceled by General Order 207, cited in the March article to which you refer.—Ed.

TWO SILVER STAR AWARDS

TO THE EDITOR:

In World War I, I served in the Naval Reserve as a lieutenant (junior grade) in command of a sub-chaser in European waters. On my return to the States, I received from the Navy Department a citation and a small silver star with instructions to wear it on the Victory Ribbon. I am enclosing an article from *Cosmopolitan Magazine* written by Mr. Donald E. Keyhoe, and wonder if this applies in my case. [The article referred to said the Silver Star was established on 8 August 1932 "as an award to persons previously cited in the Spanish-American War, the Philippine campaign and the World War. As such it superseded the wearing of a silver star on the campaign ribbon for the war concerned."] I am now employed at the Naval Supply Depot, Norfolk, Va., as a quartermaster laborer. Would this entitle me to wear the rosette for the Silver Star in civilian life?—W.P.D.

• No. The small silver star on your victory ribbon represents the citation awarded you by the Navy Board of Awards for World War I and should not be confused with the Silver Star Medal. Award of the Silver Star, established by act of Congress 7 August 1942 (correct date), is retroactive for naval service only to 6 December 1941, and is presented to men distinguishing themselves with conspicuous gallantry and intrepidity in action, but not to an extent

considered sufficient to justify award of the Medal of Honor or the Navy Cross.—Ed.

FLEET RESERVE SERVICE

TO THE EDITOR:

Please clarify the longevity pay in my case: I enlisted in 1921 and have been on active duty since then except for 25 months in the Fleet Reserve. Am I entitled to 30 or 35% longevity pay?—W.E.B., Lt. (jg), USN.

• All service in the regular Navy and active and inactive service in the Naval Reserve, including the Fleet Reserve, counts for longevity pay. It appears you have more than 21 and less than 24 years of service to your credit and therefore are entitled to 35% increase in base pay for longevity—5% for each three-year period.—Ed.

CPO CLOTHING ALLOWANCE

TO THE EDITOR:

In your January issue, page 68, fourth paragraph, the story on CPO clothing allowance says, "Chief petty officers of the Navy, upon first enlistment or upon reenlistment subsequent to the expiration of three months from date of last discharge, and chief petty officers of the Naval Reserve upon first reporting for active duty or upon recall to active duty subsequent to the expiration of three months from date of last release therefrom, are entitled to cash clothing allowance of \$300 providing such enlistment or reporting for active duty was on or after 1 June 1942."

I am in the regular Navy. In October 1939 I reenlisted, then on 1 December 1942 was advanced to chief and drew my clothing allowance. In October 1943 I was discharged and reenlisted the same day. I interpret the regulations to mean that three months after a CPO reenlists, he is entitled to the \$300 clothing allowance. What is the answer?—A.J.L., CRM, USN. • Because you reenlisted within less than three months after expiration of your previous enlistment, you are not entitled to a new clothing allowance. The regulations are as you quoted them—not as you interpret them.—Ed.

SURVIVOR'S LEAVE

TO THE EDITOR:

I am a survivor of a ship that was sunk this year. Other survivors of our crew, who were returned to sea duty, were given a 30-day survivor's leave. However, I lost an eye and was surveyed for limited duty ashore. Am I eligible for survivor's leave? No one at this station can find any reference to it.—B.E.F., MM3c.

• No longer in a survivor's status, you are not entitled to survivor's leave as such. It is suggested you consult your commanding officer.—Ed.

SEABEE OFFICERS

TO THE EDITOR:

After reading your article on Seabees in the February issue, which stated that officers still were sought, I requested transfer to them but was transferred to a duty further from the construction field than my previous billet. My qualifications, I feel, justify my assignment to the Seabees, as I spent nearly 15 years in the contracting and construction industry.—E.J.W., Lt. (jg), USNR.

• The article said: "Recruiting to their ranks (Seabees) is now closed, except for officers, who still are sought if they have special qualifications." That is still true—with emphasis on the special qualifications. Assuming you have those qualifications,



Loblolly (Naval Hospital, NOB, Norfolk)

you apparently also were fitted for other duty—for which, at the time of your transfer, the need for qualified personnel was more urgent.—Ed.

SHARPSHOOTER PATCH

TO THE EDITOR:

Please tell me where the rifle sharpshooter sleeve patch is worn.—A.G.G., F2c. • The patch should be worn on the right sleeve about halfway between the wrist and elbow.—Ed.

CHIEF WARRANT PAY

TO THE EDITOR:

In your January 1944 issue, you illustrated the corresponding grades in all branches of the service. In all these grades, the pay also is equal, with the exception of chief or senior warrant. The senior warrant in the Army is paid for all longevity in any branch of the service and also is paid 20% for sea and foreign duty, while the chief warrant in the Navy gets only the longevity within that grade and 10% for sea and foreign service. With the grades in both services being equal, what is the reason for this difference in pay?—F.J.E., Ch. Elec., USNR.

• A senior warrant officer of the Army is neither an enlisted man nor a commissioned officer but is designated a warrant officer. A chief warrant officer of the Navy is a commissioned officer. The Pay Act of 21 August 1941 allows senior warrant officers of the Army to count warrant and enlisted service for all purposes. Chief warrant officers of the Navy are governed by Section 8, Pay Readjustment Act of 1942, for pay, and under the provisions of this section may count only their commissioned service for longevity and pay periods, or continue to draw the same pay and allowances as warrant officers if those allowances are higher. If appointed from warrant officer to chief warrant officer, they draw the pay of a warrant officer if higher, plus the allowances of a chief warrant officer.—Ed.

PAY DAY

TO THE EDITOR:

(1) Is there any regulation governing the length of time between pay days? (2) Is it a requirement or a custom to have a stragglers' pay line for those unavoidably tardy?—R.I.P., AS, V-12.

• (1) No. Article 1782, Navy Regs., reads: "The supply officer, or the commissioned officer designated as the assistant for disbursing, if there be one, shall issue money to enlisted men and marines only in such sums and at such times as shall be directed in writing by the commanding officer." Customarily, with some exceptions, pay day is twice a month, about the 5th and the 20th.

(2) Stragglers' pay day is a Navy custom.—Ed.

PURPLE HEART

TO THE EDITOR:

Would a man wounded in action in World War I rate the Purple Heart? If so, where should he write for authority to wear it? I was with the 5th Regiment, U. S. Marines, and was wounded at Belleau Wood, 25 June 1918.—J.F.J., MM2c. • Yes. You should write via your commanding officer to the Commandant, U. S. Marine Corps, Washington 25, D. C., giving full details.—Ed.

OFF-DUTY EDUCATION

TO THE EDITOR:

I have been in the Medical Corps of the Navy for two years. I am taking a course in navigation. In this connection, will you please answer the following questions:

1. What are my chances of getting a commission after completing this course?
2. How can I change my rate?
3. If I cannot get a commission, what will the course give me in enlisted status?—W.B., PhM2c.

• (1) The course you are taking is off-duty education, which is encouraged by the Navy. However, the course has no relationship to your present duties, nor to qualifying for a commission.

(2) Your branch may be changed only by BuPers authority. However, it is highly improbable that a pharmacist's mate would be transferred to another branch.

(3) Completion of the navigation course has no bearing on advancement in your present branch inasmuch as it has nothing to do with duties required of a pharmacist's mate.—Ed.

Legislative Matters of Naval Interest

By a vote of 387 to 0, the House of Representatives passed the "G.I. Bill of Rights" and sent it to conference for settlement of differences between its and the Senate's version.

The bill would provide:

Unemployment compensation: The House version would authorize \$20 a week up to 26 weeks for veterans with incomes of \$3 a week or less; veterans with incomes of more than \$3 but less than \$23 would receive the difference. The Senate would allow \$15 a week minimum for 52 weeks, with dependency allowances up to \$10 a week additional.

Employment service and job consultation: Preference to veterans for Federal government employment.

Educational aid: A one-year training course for all veterans, with additional education for others equal to their length of military service up to three years, provided their education was interrupted by induction. Veterans 24 years old or under would qualify automatically. Benefits would include tuition up to \$500 a year and subsistence allowance of \$50 a month, plus \$25 for those with dependents.

Hospitalization: Increased veterans' facilities to be constructed under priorities for materials second only to those of the War and Navy Departments. The Senate's proposed authorization of \$500,000,000 for the initial hospitalization program was struck out by the House, which would authorize appropriation of necessary sums as the program progresses.

Loans: Under the House version, the Federal Government would guarantee loans to veterans up to 50 per cent, with a maximum guarantee of \$2,500. The Government would pay the first two years' interest, the rate after that, on money to be borrowed by veterans from any source they

choose at the lowest possible rates on interest, not to exceed six per cent a year. The loans—for purchase or construction of farms, homes and business property—would run for a maximum of 20 years. The Senate bill would provide outright government loans up to \$1,000 at 3% interest.

* * *

A bill to authorize the Administrator of Veterans' Affairs to furnish seeing-eye dogs to blind veterans who are entitled to disability compensation has been passed by Congress and as the INFORMATION BULLETIN went to press was awaiting presidential action. The measure also authorizes payment of "all necessary travel expenses of eligible veterans to and from their homes and incurred in becoming adjusted to a seeing-eye dog." (H.R. 4518.)

In addition to landing and district craft to be authorized by the 1944-45 Navy appropriation bill, a bill has been passed by the House and introduced in the Senate to authorize the "acquisition and conversion or construction" of 1,000,000 additional tons of such craft.

This bill, approved by BuShips, was presented by the respective chairmen of the Senate and House Naval Affairs Committees (S. 1880, H.R. 4710).

• Other bills recently introduced in Congress include the following:

To provide for investment in U. S. savings bonds of pay and allowances credited to accounts of prisoners of war and certain other persons absent from their posts of duty (H.R. 4599). This bill "shall not affect any allotment of pay and allowances to any such person for the support of dependents or for the payment of insurance premiums."

To appropriate \$6,700,000 additional in grants to states for emergency maternity and infant care of wives and infants of enlisted men in the fourth, fifth, sixth and seventh pay grades in the armed forces of the U. S. (H.J.Res. 271).

To provide for transportation to their homes of persons discharged from the naval service because of being under age at time of enlistment (S. 1894 and H.R. 4761).

To authorize the President to waive existing provisions of law fixing time limits for recommendations for awards of or acceptance of decorations for meritorious or distinguished service or conduct in the armed forces of the U. S., when, in his opinion, such time limits work an injustice to the individual. (H.R. 4765).

• Executive nominations for temporary service recently confirmed by the Senate:

To be vice admiral: Aubrey W. Fitch, who previously held that rank while serving as ComAirSoPac.

To be rear admiral: Malcolm F. Schoeffel, Lawrence F. Reifsnider and John H. Brown Jr.

To be vice admiral: Aubrey W. continue while serving as ComFAir, Quonset Point, R. I.



BOMBING OF TRUK—

A Marine Corps combat photographer, Pfc. Burt B. Balaban, Rye, N. Y., describes below the first bombing of Truk by land-based Liberators of the 7th AAF.

It was early evening when we took off. About 0330 I saw what looked like a city aglow off in the distance. My first thought was that perhaps we had flown to California by mistake.

Factory lights were on. Moving dots of white suggested that cars were moving about on the streets. Could it be possible they didn't know we were directly above them? It certainly was possible, for we dropped 12 bombs and started four large fires before they even began to black out.

At this point, a barrage of anti-aircraft fire came up to us. At the briefing meeting, we had been told to expect light ack-ack fire. It wasn't quite that way, for all the vessels in Truk's harbor, plus the shore batteries, began to fire on us. Then they turned the searchlights on us.

I was leaning out the gunner's hatch to photograph the fires below when the suction of the wind pulled on my camera, then on me. It all happened very quickly. Then the plane banked sharply. I was hardly able to draw myself back in. Truk is one place I don't want to land on alone.

—AND BOUGAINVILLE

By Dan Bailey, Staff Sergeant, USMC

BOUGAINVILLE—I rode in a Marine torpedo bomber when it blasted Japanese equipment with blazing rockets. The target was a Jap bivouac area along the coast of this viola-shaped island.

The bazooka bombs, which have just been brought into play against the enemy out here, are set on either wing and fired by a mechanism in the pilot's cockpit. So far, they have been used in the South Pacific only on Marine Grumman Avengers and make the torpedo bomber an even more versatile aerial weapon than before, adding rockets to its former armament of torpedoes, bombs and machine guns.

The Jap camp was in a clearing a mile or so inland. From the air the native huts and tents stood out like gravy spots on a green vest. We flew toward it in a low glide at more than 300 miles an hour.

Suddenly the plane shook under a jarring explosion. I caught a glimpse of brilliant red balls racing away from the plane with a loud whistling sound. The rockets smashed into the center of the target, throwing a purple mushroom of flame, smoke and debris more than 100 feet into the air.

The smoke was still rising as we headed out to sea.



Navalog (NTS, Newport, R. I.)
"Relax, Wilbur, you're off the bus."

BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE (VII)

Public Law 277—78th Congress (the servicemen's absent-voting law), Section 206(b), provides: "The Secretaries of War and Navy and other appropriate authorities shall, so far as practicable and compatible with military operations, take all reasonable measures to facilitate transmission, delivery, and return of postcards, ballots, envelopes, and instructions for voting procedure."

In accordance with this policy as laid down by the Congress, the Secretary of the Navy on 10 April issued the following directive (Alnav 76, N.D.B., 15 April 1944) to the commanding officers of all ships and stations: "Instruct Navy postal personnel that all letters and postcards pertaining to federal or state war ballots, and identifiable as such in any manner, shall be given airmail transportation and most expeditious handling possible. Law contemplates that such matter will be carried as air mail, free of postage."

On 6 May the Acting SecNav issued further and more detailed instructions for the handling of war-ballot mail by the Navy post office service.

In order to identify such war-ballot mail the War Ballot Commission has recommended to the several states that uniform, distinctive markings be printed in red on all outgoing and returning war-ballot material. Assurances have been received from the several states expressing their willingness to cooperate in every way possible.

The Naval Air Transport Service has made plans to give war-ballot material returning from overseas the highest air priority.

The Secretary of War, by letter addressed to the Postmaster General, dated 11 May, has given adequate priority to the special pouches designed for the transportation of balloting material over domestic commercial airline routes. In the event that the transportation of war ballots over domestic commercial airlines is in excess of the volume which can be accommodated by such airlines, both the Naval Air Transport Service and the Army's Air Transport Command have agreed to carry such excess.

In such a manner the Army, Navy and War Shipping Administration are

prepared to keep the pledge given by the Secretary of War, the Secretary of the Navy and the Administrator of the War Shipping Administration in their joint statement, dated 3 April, as follows: "We will work with state authorities to facilitate and expedite the transmission and return of all war balloting material, to the end that every soldier, sailor and member of the merchant marine and other civilian covered by the Act who desires to vote shall have the opportunity to

do so."

Twenty-four states will hold their primaries between 11 June and 10 August, inclusive. The following has been prepared to stress certain procedures common to all and to point out provisions of state law of particular states. The following five points are emphasized:

1. The applicant for a primary ballot must state his party affiliation.
2. The applicant should print or type his name, service number and ad-

IF YOU LIVE IN ANY OF THE STATES LISTED THIS INFORMATION OF VOTING IS OF INTEREST TO YOU

State	Primary date	Earliest date will receive applications for regular state absentee ballots covering all offices to be voted on	State will receive soldiers' applications for regular state absentee ballots covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Ariz.	18 July	At any time		15 July	18 July
Ark.	25 July 8 Aug.	At any time At any time		No time limit No time limit	25 July 8 Aug.
Ga.	4 July	At any time		No time limit	4 July
Idaho	13 June	At any time		No time limit	13 June
Kan.	1 Aug.	At any time		No time limit	31 July
Ky.	5 Aug.	Pending the set-up of voting procedures, information is unavailable.			
Maine	19 June	At any time		No time limit	19 June
Mass.	11 July	No provision for absentee serviceman voting in primary.			
Mich.	11 July	At any time		No time limit	11 July
Minn.	10 July	At any time		No time limit	10 July
Miss.	4 July 29 Aug.	At any time At any time		No time limit No time limit	4 July 29 Aug.
Mo.	1 Aug.	At any time		31 July	2 Aug.
Mont.	18 July	19 June		No time limit	18 July
N. Hamp.	11 July	No provision for absentee serviceman voting in primary.			
N. Y.	1 Aug.	No provision for absentee serviceman voting in primary.			
N. Dak.	27 June	At any time		No time limit	27 June
Okla.	11 July	At any time		6 July	11 July
Tenn.	3 Aug.	At any time before 1 June if outside U. S. At any time before 10 July if inside U. S.		1 June (if overseas) 10 July (if inside U. S.)	3 Aug.
Tex.	22 July 26 Aug.	At any time At any time		19 July 23 Aug.	19 July 23 Aug.
Utah	11 July 15 Aug.	At any time At any time		6 July 10 July	11 July 15 Aug.
Vt.	8 Aug.	At any time		4 Aug.	8 Aug.
Va.	1 Aug.	At any time		No time limit	24 July
Wash.	11 July	At any time		No time limit	Must be marked and mailed on or before 11 July and received by 5 Aug.
Wyo.	18 July	1 July		No time limit	18 July

BUPERS BULLETIN BOARD

dress under his signature on the postcard application.

3. The serviceman, upon receiving his absentee ballot, should execute it in accordance with instructions accompanying it and return it at once.

4. No commissioned, warrant, non-commissioned or petty officer shall attempt to influence any member of the armed forces to vote or not to vote for any particular candidate.

5. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be immediately referred to the Secretary of State of the state of his residence.

ARIZONA holds its primaries on 18 July.

The postcard application which is available from the commanding officer will be honored. Registration is required by the state law affecting these primaries. However, such registration may be effected by the spouse, parent, next of kin or any informed elector by completing a special form provided by each county recorder.

ARKANSAS holds its first primaries on 25 July and its run-off primary on 8 August.

The postcard application which is available from the commanding officer will be honored. Such postcard application will be treated as an application for both primaries if the serviceman applicant so indicates thereon. Previous registration is not required.

GEORGIA holds its Democratic state-wide primary on 4 July.

Application for an absent-voter ballot should be made to the county registrar of the home county of the applicant. Such application may be made by any member of the naval service, his relative or friend. In such application there must be stated the name and address of the member of the naval service. Registration is required by the laws of Georgia affecting this primary. Applications for registration must be made by the member of the naval service, his relative or friend on a form to be provided by the tax collector or tax commissioner of the county of the residence of the member of the naval service, indicating thereon the date of his birth. All citizens of Georgia become eligible to qualify as voters upon attaining their 18th birthday.

IDAHO holds its primaries on 13 June.

No special form of application is required. The postcard application which is available from the commanding officer will be honored. Registration is required by the state law affecting these primaries. If an applicant has failed to vote in the last general election, registration is canceled. An absent serviceman may register by applying in writing under oath to the clerk of the Board of Commissioners of the county of his residence for a form of elector's oath which, if executed and returned before Saturday, 10 June, will constitute registration.

KANSAS holds its primaries on 1 August. No special form of application is required. The postcard application which is available from the commanding officer will be honored. Registration is not required.

KENTUCKY holds its primaries on 5 August.

Pending the set-up of voting procedures, information relative to absent servicemen voting is unavailable.

MAINE holds its primaries on 19 June. Upon receipt of the postcard application, which is available from the commanding officer, the secretary of state will forward to the serviceman the form of application for absentee ballot prescribed by statute. The serviceman should fill out and forward this application at once to the election official of the community of his residence. Registration is required by the state law affecting these primaries. It may be effected by requesting the local board of

registration to place the name of the applicant on the voting list. This request also may be made by any other person.

MASSACHUSETTS holds its primaries on 11 July.

Because the state laws make no provision for absentee servicemen voting in these primaries, the serviceman must vote in person if he desires to exercise his franchise.

MICHIGAN holds its primaries on 11 July.

The postcard application which is available from the commanding officer will be honored. Registration is required. However, it may be effected by completing the oath printed on the absentee ballot envelope.

MINNESOTA holds its primaries on 10 July.

The postcard application which is available from the commanding officer will be honored. Application also may be made in behalf of the absent serviceman by any member of his immediate family more than 18 years of age. Registration is effected by making an application for the state absentee ballot.

MISSISSIPPI holds its first primary on 4 July, and its run-off primary on 29 August.

Registration is required by the state law. Those in the armed services may register by affidavit before 7 July if the form for such affidavit is requested by a member of the naval service or any person interested in such member. State absentee ballots may be requested by any member of the naval service or any one interested in such member. The postcard application which is available from the commanding officer will be honored. Such request should be sent to the circuit clerk of the home county of the absentee voter or the secretary of the party executive committee of the county of the absent voter. Only one request for absentee ballot is necessary for all primaries and elections held in the year in which the request is made. Payment of a poll tax is not required of those in the military service as a prerequisite to vote.

MISSOURI holds its primaries on 1 August.

No special form of application is required. The postcard application which is available from the commanding officer will be honored. Registration is not required.

MONTANA holds its primaries on 18 July.

The postcard application which is available from the commanding officer will be honored. Registration is required by the state laws of Montana affecting these primaries. Registration may be effected by applying therefor to the county clerk and recorder of the county of residence of the serviceman applicant.

NEW HAMPSHIRE holds its primaries on 11 July.

Because the state laws make no provision for absentee servicemen voting in these primaries, the serviceman must vote in person if he desires to exercise his franchise.

NEW YORK holds its primaries on 1 August.

Because the state laws make no provision for absentee servicemen voting in these

primaries, the serviceman must vote in person if he desires to exercise his franchise.

NORTH DAKOTA holds its primaries on 27 June.

The following is an excerpt from a memorandum from the secretary of state of North Dakota: "The absent voter's laws of the State of North Dakota pertaining to voting of persons in military service require that county auditors shall send ballots to every qualified absent voter in military service without application as quickly as the ballots are available. This means that if a county auditor has the address of such absent voter, nothing further is necessary. Therefore, the only requirement is that the absentee send the county auditor his address (or if he wishes, he may send it to the office of the secretary of state), the usual government postcard, some other postcard or a letter giving his voting residence and his present address and a ballot will be sent him." Previous registration is not required.

OKLAHOMA holds its primaries on 11 July.

The postcard application which is available from the commanding officer will be honored. Previous registration is not required.

TENNESSEE holds its primaries on 3 Aug.

The postcard application which is available from the commanding officer will be honored. Such postcard application will be treated as an application for registration of the serviceman applicant, if such applicant is not registered.

TEXAS holds its first primary on 22 July and its run-off primaries on 26 August. The postcard application which is available from the commanding officer will be honored. If the serviceman applicant states on his postcard application that he desires it treated as an application for both the first and the run-off primaries, it will be treated as a valid application for both primaries. The previous payment of a poll tax is required by the state laws affecting these primaries. Therefore, the postcard application must be accompanied by either a poll tax receipt or an affidavit of its loss. Previous registration is not required.

UTAH holds its first primaries on 11 July and its run-off primaries on 15 Aug.

The postcard application which is available from the commanding officer will be honored. One such postcard application will be treated as an application for both the first and the run-off primaries.

VERMONT holds its primaries on 8 August. The postcard application which is available from the commanding officer will be honored. Registration is required by the state laws affecting these primaries. However, it is effected by completing the oath on the state absentee-ballot envelope.

VIRGINIA holds its primaries on 1 Aug.

The postcard application which is available from the commanding officer will be honored. The usual requirement of previous registration and payment of poll taxes as a condition precedent to the exercise of the voting privilege is waived.

WASHINGTON holds its primaries on 11 July.

The postcard application which is available from the commanding officer will be honored. The executed ballot must be marked and mailed on or before 11 July and received back in Washington by 5 August. While registration is required by the state laws affecting these primaries, it may be effected by completing the affidavit printed on the state absentee-ballot envelope.

WYOMING holds its primaries on 18 July.

Application for a state absentee ballot must be made on a special application form furnished by the secretary of state, Cheyenne, Wyoming, or by the appropriate local election officials. Such requests may be made by forwarding the postcard application which is available from the commanding officer and by stating thereon that the serviceman applicant desires it to be treated as a request for an application for a state absentee ballot. While registration is required by the state laws affecting these primaries, it may be effected by completing the affidavit printed on the state absentee-ballot envelope.



Dope Sheet (NTS, Norfolk)

"Well, Doctor, it's like this—I was walking down the street when a beautiful Wave passed by, and . . ."

BU PERS BULLETIN BOARD

Personnel Overseas May Send Money To Payees in U. S.

Military and civilian personnel outside continental U. S. now may send money home, or buy war bonds for delivery home or into safekeeping in the U. S., by means of a service just put into operation by BuS&A.

The service is available to personnel of the Navy, Marine Corps and Coast Guard, Army personnel assigned to predominantly naval areas and authorized civilians operating with the armed services outside continental U. S. It supplements the individual allotment system whereby naval personnel can have fixed sums withheld from their pay and turned over to dependents, savings accounts, insurance or war bond purchases.

Ten dollars is the minimum amount which may be remitted under the new service. Larger amounts must be in multiples of \$5, except that the exact purchase price must be remitted for war bonds. The individual gives any disbursing officer the money for remittance and fills out a simple form. The disbursing officer forwards the form to the Field Branch, BuS&A, Cleveland, Ohio, where a check is dispatched to the designated payee. Bonds are either sent to a designated person or held for safekeeping at the Federal Reserve Bank in Cleveland.

Alternate payees also may be named. If the payee or alternate cannot be located, the check will be sent to the remitter; if the remitter cannot be located, the check will be returned to the General Accounting Office, Washington, for safekeeping and later disposition.

Service Schools Limited in Giving Petty Officer Ratings

Effective for students reporting 1 June 1944 or thereafter, graduates of all Class A schools except the Sp(M) school may be rated no higher than pay grade 5. All Sp(M) school graduates may be advanced to Sp(M)3c. Only graduates of other than the Sp(M) school, who are above average, may be advanced to S1c or F1c.

Non-rated graduates of service schools will be earmarked (as "strikers") for their prospective ratings to insure their assignment to appropriate duty by showing in parentheses, as a designator, the abbreviation of the rating for which they have been trained—for example, S1c(TM). The designator will have the significance of the rating, and seamen and firemen

so designated will not be changed or advanced to other ratings unless specifically authorized by BuPers. The specialty mark will be worn as prescribed by Uniform Regs.

Seamen graduates of artificer engine room force schools will be changed to fireman ratings of corresponding pay grade.

Commanding officers of Class A schools are authorized by BuPers to advance to petty officer third class ratings graduates who reported for training prior to 1 June 1944 as follows:

(a) Class V-10 storekeeper and yeoman schools—unlimited.

(b) Sp(M) school—unlimited.

(c) All other Class A schools—10% of each graduating class. In cases where V-10 and male personnel attend the same school, each category may be considered separately in applying the allowed percentage.

Procedure outlined above is contained in BuPers Ltr. Pers-67-Bt P17-2/MM, 12 May 1944, which cancels three previous letters relating to Class A school graduates: BuPers Ltr. Pers-67-Ly/P17-2/MM, 28 May 1943; BuPers Ltr. Pers-67-Bt/P17-2/MM, 28 Sept. 1943, and BuPers Ltr. Pers-67-Hn/QR8/P17, 2 Oct. 1943.

Six Months' Sea Duty Required for Most Advancements to CPO

Six months' sea service in pay grades 2 or 3 now is required for advancement to all CPO(AA) ratings except specialists, aviation branch ratings, boatswain's mate A, and Women's Reserve personnel.

The former practice has been to waive this requirement in certain ratings to permit advancement of outstanding petty officers first class to CPO(AA).

BuPers now has discontinued that practice, except to the extent that sea duty performed in any rating in pay grade 4, as well as pay grades 2 or 3, may be credited toward the six months required for advancement to the following CPO ratings only: CY, CSK, CMM, CRM, CRT and CCS.

In view of the present manpower shortage, it is highly probable that rating of men as specialists will be discontinued, or greatly curtailed, in the near future. The needs of the forces afloat are paramount and will be given first consideration.

These announcements, along with a resume of procedure for assignment of men to specialist ratings, are contained in BuPers letter Pers-67-Bt P17-2/MM, dated 19 April, to the commandants of all naval districts and river commands and the chiefs of naval air functional training commands.

Officers Discharged From Hospitals to Get Temporary Duty

Officers found fit for duty following hospitalization hereafter will be assigned temporarily to the naval activity in which the hospital where they were treated is located, pending permanent duty orders from BuPers. This is done to prevent loss of services of officers awaiting permanent orders following their recovery from illness or wounds. (Details in BuPers Circ. Ltr. 133-44 [N.D.B., 15 May 1944, 44-568]).

Officer Qualifications Questionnaires Needed

BuPers has directed that every officer, regular and reserve, of and below the rank of commander, who has not yet done so, fill out the officer qualifications questionnaire and forward it immediately to the bureau.

More than 190,000 questionnaires have been received and the qualifications data recorded. This data is being utilized many times daily in selection of officers to fill specific assignments ashore and afloat. However, it is pointed out, the range of selection will be much broader when all questionnaires have been received (BuPers Circ. Ltr. No. 125-44 [N.D.B., 15 May 1944, 44-560]).

No Insignia Authorized For Technical Observers

Naval aviation technical observers are not designated as naval aviation observers and therefore are not authorized to wear the naval aviation observer insignia.

To earn the insignia, an officer must qualify under Article E-1201(4), BuPers Manual, defining a naval aviation observer as: "Any commissioned or warrant officer in the Navy or Marine Corps who has successfully completed the course prescribed by competent authority, and who has been in the air not less than 100 hours and who has been designated as a naval aviation observer by competent authority."

The letters N.D.B., as used in this section and elsewhere in the INFORMATION BULLETIN, refer to the official Navy Department Bulletin. Followed by the abbreviations "cum. ed.," they indicate the cumulative edition of 31 December 1943, which superseded all semi-monthly issues through that date.

BUPERS BULLETIN BOARD

New Procedure Promulgated for Antisub Awards

Revised procedure for making awards in recognition of successful antisubmarine operations is set forth in SecNav letter of 20 April 1944 (N.D.B., 30 April 1944, 44-471) which supersedes previous instructions on the subject.

Recognition of antisubmarine attacks will be based on assessments made by the Committee on Assessment of Damage to Enemy Submarines at the Headquarters of Cominch, U. S. Fleet, or by the British Admiralty U-Boat Assessment Committee or the Joint British-U. S. Naval and Air Assessment Board for the Mediterranean.

Attacks for which awards are made will be classified as: "A," known sunk, or "B," probably sunk. In addition, attacks pressed home in an heroic manner in the face of enemy fire may be recommended for an award.

Commanding officers of surface craft or submarines given principal credit for an "A" or "B" attack normally will be awarded the Legion of Merit or the Bronze Star Medal. The Legion of Merit will be awarded only when circumstances of the attack indicate exceptionally meritorious service has been rendered. The Distinguished Flying Cross or the Air Medal normally will be awarded to COs of aircraft assigned principal credit for an attack which gains an "A" or "B" assessment. The DFC, however, will be awarded only when the circumstances of the attack indicate that heroism or extraordinary achievement was displayed to a sufficient degree. COs of other vessels or aircraft which participated to a lesser degree, but without whose assistance the attack probably would have failed, may be awarded or recommended for lesser recognition than that given the main participants.

Restrictions Placed On Travel to Mexico

Restrictions on unofficial visits of naval personnel to Mexico have been reiterated by SecNav and by BuPers.

In an Alstacon of 4 May 1944, SecNav directed that restrictions on travel to Mexico as given in BuPers Circ. Ltr. 36-44 (N.D.B., 15 Feb. 1944, 44-180) be strictly observed and, in general, restated those restrictions.

The residence in Mexico of immediate families of naval personnel, including wives, husbands, children, and parents, is considered a valid reason

for visiting Mexico during authorized leave, SecNav said. Passports are required for visits to Mexico, except to border towns. Leave authorizations with permission to visit the interior of Mexico shall include authority to wear civilian clothing.

The U. S. naval attache at Mexico City, Mexico, has called BuPers' attention to recent cases where naval enlisted personnel who had gone to Mexico on leave had appealed to him for assistance in returning to their home stations because they were without sufficient funds.

BuPers has requested commanding officers to inform naval personnel contemplating trips to Mexico of the uncertainties in transportation and other delays with which they may be confronted.

In granting leave for the purpose of visiting Mexico, COs have been asked to make sure that prospective visitors have sufficient funds for any emergency and round-trip tickets for air, rail or bus travel. Possible emergencies should not be disregarded with the expectation that the naval attache will come to their aid.

V-12 Refresher Course Prescribed for V-7 Selectees

Enlisted men selected for V-7 Reserve Midshipman training hereafter will be ordered to a V-12 college for academic refresher training up to 16 weeks, depending upon their individual needs, before starting V-7 training.

V-7 candidates found by examinations at V-12 institutions to be fully qualified for Reserve Midshipman training will be transferred into V-7 without delay.

The V-7(S) classification—that is, men with vision as low as 12/20 but qualified in engineering or certain other special fields has been eliminated. Henceforth, the standard requirement of 18/20 vision in each eye correctable to 20/20 will prevail without exception.

To be eligible for consideration for V-7, enlisted men must be recommended by their commanding officers as possessing outstanding leadership and officer-like qualities. These recommendations must be fully prepared, BuPers announced, and sufficiently complete to give adequate assistance to the Bureau in selecting applicants for officer training.

The requirements given above are among those listed in the latest BuPers policy on eligibility of enlisted men of the Navy and Naval Reserve for enlistment in or transfer to V-7,

USNR, for Reserve Midshipman training. For details, see BuPers Circ. Ltr. 143-44 (N.D.B., 15 May 1944, 44-578).

Grained White Shoes, Gray Garrison Caps Authorized for WR

Because of a shortage of smooth white leather shoes for dress, members of the Women's Reserve are now authorized to wear white shoes with white stitching, similar in style to the dress black. Buckskin-type leathers or leathers with a smooth, slightly grained or sueded finish are permissible. Covered or built-up heels are acceptable.

Women's Reserve commissioned officers and chief petty officers may wear the gray garrison cap with gray working uniform or other work clothing and the white garrison cap with Service Dress, White within station limits, when prescribed by the commanding officer. Previously, they were authorized to wear only the navy blue garrison cap under the same conditions. This cap, however, is considered too heavy and warm to be practical as a work hat during the hot season.

Commissioned officers are to wear the insignia of rank on the right side of the cap and a miniature cap device on the left side, each two inches from the front edge; CPOs the miniature CPO cap device on the left side of the cap, two inches from the front edge.

It has been decided to retain the short-sleeved white shirt as a permanent article of uniform for the Women's Reserve. The present supply, originally to have been worn until exhausted, now will be replenished.

V-12 Medical, Dental Training Open to MC, CG

Enlisted personnel of the Marine Corps and Coast Guard and their reserve components now are eligible to apply for medical or dental training in the Navy V-12 program under the same provisions applicable to Navy and Navy Reserve personnel. (Details in BuPers Circ. Ltr. 135-44, N.D.B., 15 May 1944, 44-570.)

Annual Small Arms Reports Suspended

Effective 1 July 1944, the annual report of small arms practice has been suspended, no extra compensation is authorized for small arms qualifications, and no prize money is authorized for team matches, Cominch has announced. (Details in N.D.B., 30 May 1944, 44-544.)

BUPERS BULLETIN BOARD

Temporary Commissions Open to Enlisted Waves

Procedure whereby chief warrant officers, warrant officers, chief petty officers and petty officers first class of the regular Navy, Fleet Reserve and Naval Reserve, on active duty, may be recommended by commanding officers for temporary appointment to commissioned ranks and to warrant grade is now applicable to members of the Women's Reserve. Authority is contained in BuPers Circ. Ltr. No. 129-44 (N.D.B., 15 May 1944, 44-564).

Qualifications Published For Enlisted Ratings

Qualifications are published in N.D.B., 30 April 1944, for all grades of the following ratings:

- Aviation ordnancemen.
- Aviation radiomen.
- Aviation radio technicians.
- Pharmacist's mates (DP) (dental prosthetic technicians).
- Printers L (lithographers).
- Special artificers O (optical).
- Storekeepers, storekeepers D (disbursing, storekeepers T (technical), storekeepers V (aviation).
- Torpedoman's mates E (electrical).
- Yeomen.

Changes and corrections of BuPers Manual qualifications for yeomen and qualifications for all grades of the following ratings are published in N.D.B., 15 May 1944:

- Aviation electrician's mates.
- Boilermakers.
- Hospital apprentices.
- Metalsmiths.
- Molders.
- Painters.
- Patternmakers.
- Pharmacist's mates.
- Specialists (A).
- Water tenders.

Navy COs May Advance Coast Guardsmen Below Petty Officer

Qualified Coast Guard seamen and steward's mates serving with naval units can now be advanced up to S1c, F1c or StM1c by their commanding officers without prior reference to Coast Guard headquarters.

Similarly, Coast Guard COs can promote qualified general-service naval enlisted personnel serving under them to fill vacancies in complement, or to ratings open to unlimited advancement, without prior reference to higher authority.

However, recommendations for other promotions of naval enlisted personnel remain subject to approval by

BuPers or naval administrative commands to which BuPers has delegated this authority, and promotions of Coast Guard seamen to petty officer ratings must be approved by the Commandant.

These and other regulations affecting Coast Guard personnel assigned to naval units and naval personnel assigned to Coast Guard units are covered in BuPers Circ. Ltr. 115-44 (N.D.B., 30 April 1944, 44-496).

'Personal Affairs' Supplement Published

The Navy Department is publishing Supplement No. 1 of the pamphlet "Personal Affairs of Naval Personnel and Aid for Their Dependents." Supplies of this supplement will be shipped to all ships and stations in sufficient numbers to provide for distribution of approximately one copy for every 10 men. Copies of the supplement will not be distributed to the next of kin of naval personnel now in the service. Additional copies may be ordered by ships and stations from the Chief of Naval Personnel.

Green Uniforms Mandatory Only for Aviators, Pilots

Wearing of the aviation green uniform when that uniform is designated as the uniform of the day is mandatory only for commissioned and warrant officers designated naval aviators, and CPOs designated naval aviation pilots, serving in pilot status.

All other commissioned officers and warrant officers assigned to duty in aviation commands may wear the aviation green uniform if it is the uniform of the day but will not be required to do so.

Hereafter, the aviation green uniform of chief warrant officers and warrant officers will have sleeve stripes of black braid, broken, alternating forestry green and black instead of the continuous black stripe, as in the past. The black braid will be broken at intervals of two inches by ½ inch of forestry green braid. Stripes will be of the same sizing and spacing prescribed for use on blue service uniforms.

During the necessary period of transition, chief warrant officers and warrant officers are permitted to wear their present black sleeve stripes until no longer serviceable or until it becomes necessary to renew the stripes.

Possession of the light tan overcoat for aviation officers is optional.

These changes in Uniform Regs. are included in BuPers Circ. Ltr. 145-44 (N.D.B., 15 May 1944, 44-580).

Two Changes Made In Nurse Uniform

Two additional minor changes have been made in the uniform of the Navy Nurse Corps.

The lower pocket on the nurses' white outdoor uniform will be changed from a bellows pocket to a patch pocket to conform to the officers' gray working uniform, and the white indoor uniform will be changed to the coat type by opening the front all the way for greater ease in putting it on.

Nurses may wear white outdoor and white indoor uniforms now in their possession or already manufactured until the supply is exhausted or those in possession are worn out. When that time comes, in either event, nurses will be required to purchase new uniforms tailored to include the changes.

For details, see BuPers Circ. Ltr. 122-44 (N.D.B., 15 May 1944, 44-557).

Third Term Prescribed For V-12(a) Students

V-12 aviation students who will complete their second term on 1 July 1944 will remain under V-12 training for one additional term, regardless of the number of terms previously completed as civilians.

This step, announced by BuPers, is based upon the desire for a broader general background for aviation candidates and the decision to substitute additional training in V-12 for training previously given in flight preparatory schools and in CAA-WTS activities. (Details in Navy V-12 Bulletin No. 214, 1 May 1944.)



Hoist (NTC, San Diego)

"Doctor, I keep seeing my nose."

INDEX FOR JUNE 1944



THIS MONTH'S COVERS

Reproduced on the FRONT COVER and above is the Navy's official photographic portrait of the late Frank Knox, Secretary of the Navy from 1940 till his death on 28 April (see page 2). **INSIDE FRONT COVER:** Crewmen of a U. S. aircraft carrier take a dip in the warm waters of a lagoon in the Marshalls a few days after helping conquer Roi Island. (Official U. S. Navy photograph) **OPPOSITE PAGE:** Burned-out shells of Japanese planes litter the bomb-cratered airstrip on Engebi Island, Eniwetok Atoll, following a pre-invasion raid by U. S. naval planes. (Photograph from "Flying" magazine)

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), 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.

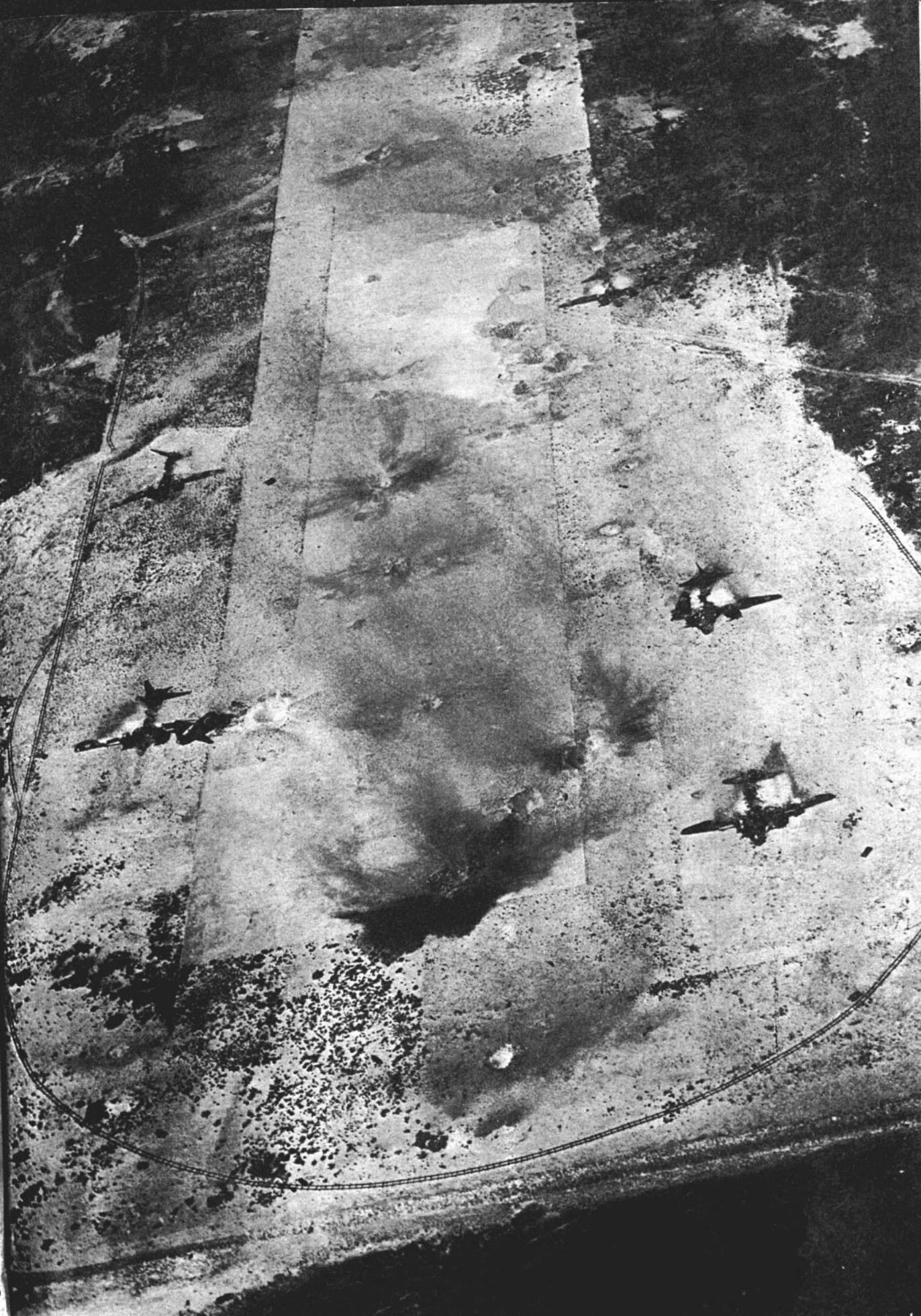
The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

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.

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