

BUREAU OF

DECEMBER 1943

NAVAL PERSONNEL

INFORMATION BULLETIN

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NAVY BEACH BATTALION AT SALERNO



FIRST WAVE AT BOUGAINVILLE



BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

DECEMBER 1943

NUMBER 321

REAR ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

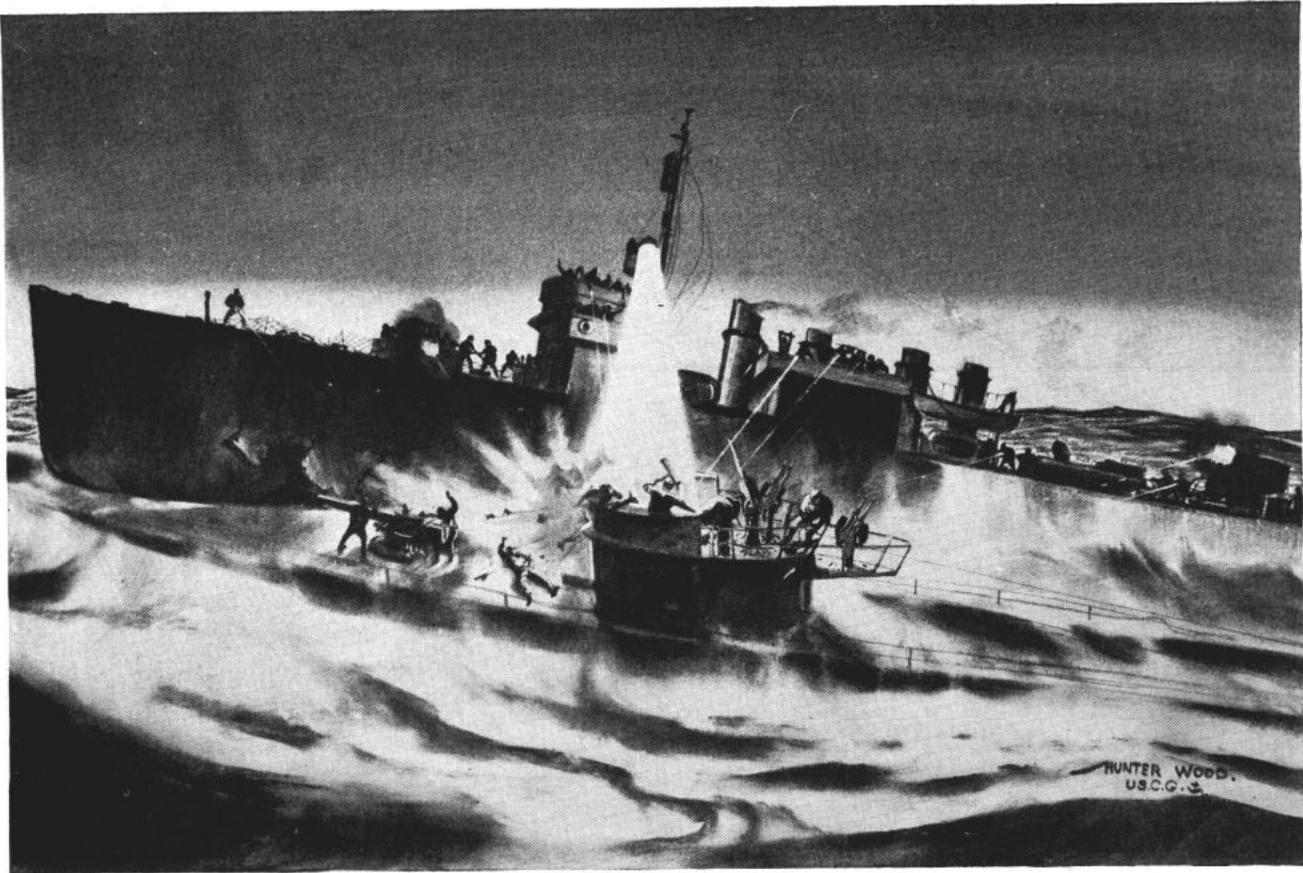
REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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

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



THIS DRAWING of the USS Borie's encounter with a U-boat was prepared by a Coast Guard combat artist on the basis of official reports and eyewitness accounts. Caught in the searchlight beam is the German man hit by an empty shell case hurled by a U. S. Navy gunner. At right another Navy gunner, unable to depress his gun enough to bear on the sub, fires through a hole cut in its spray shield.

Last Battle of the 'Battling B'

USS Borie Sinks U-Boat in Hand-to-Hand Engagement—Cited with Entire Task Unit

In a savage hand-to-hand battle with a huge U-boat, in which crewmen used shotguns, pistols, empty shell cases and even knives, the over-age destroyer USS *Borie* limped away the victor. Then, her aged plates crushed in ramming the submarine, the *Borie's* crew was removed and she was sunk by planes from her own task group carrier.



Lt. Comdr. Hutchins

For destroying more U-boats than any team in naval history, the entire task unit of which the *Borie* was a member received the Presidential Unit Citation upon its return from the Atlantic. This is the first time a task unit has received such a citation.

It was about three months ago, when the U-boats reappeared in the Atlantic

shipping lanes with heavier armament, prepared to battle it out with planes, that Task Unit 21.14 launched its epic campaign. In the unit were the escort carrier *Card*, one of the new "baby flat-tops;" Composite Squadrons 1 and 9, each composed of Avenger torpedo bombers and Wildcat fighters; and three over-age destroyers of 1917 vintage, the *Borie*, *Goff* and *Barry*.

The log of the *Card* indicates that her commander, Capt. Arnold J. Isbell, USN, believed he could best carry out his mission by simply wading into a pack of submarines and fighting it out at close quarters. And that's exactly what his unit did.

One night the *Borie*, known in the fleet as the "Battling B," ranged from the *Card* on a night foray. She had been gone only a few hours when this terse message came back to the *Card*: "Scratch one pig boat... Am searching for more." What happened when the *Borie* encountered a second U-boat and drove her prow completely over it is best described by her commanding of-

ficer, Lt. Comdr. (then Lieut.) Charles H. Hutchins, USNR.

"We held him there and started shooting with everything we had," he explained. "Some men fired shotguns; the executive officer grabbed a tommy-gun and started shooting from the bridge; others used pistols. One boy even took a signal pistol and fired at the sub.

"The range was so short one gun couldn't be brought to bear on the submarine, so the gun captain started throwing empty shell cases and he knocked one man off the deck of the sub. Another fellow threw his knife. He said later he'd never been able to stick a knife in the floor before, but this time he hit a man on the sub and knocked him overboard.

"One other gun crew couldn't fire because their shield was in the way. They cut a hole in the shield and fired right through it."

After about ten minutes of virtual hand-to-hand fighting, the sub broke

loose, Lieutenant Commander Hutchins said, and attempted to flee.

"He went into a tight turn and we couldn't turn close enough to bring our guns on him," he continued. "We attempted to ram again, even though we'd been damaged pretty badly when we ran up over him. He turned the tables and tried to ram us, but we fired a salvo of depth charges and stopped him about six feet from our side."

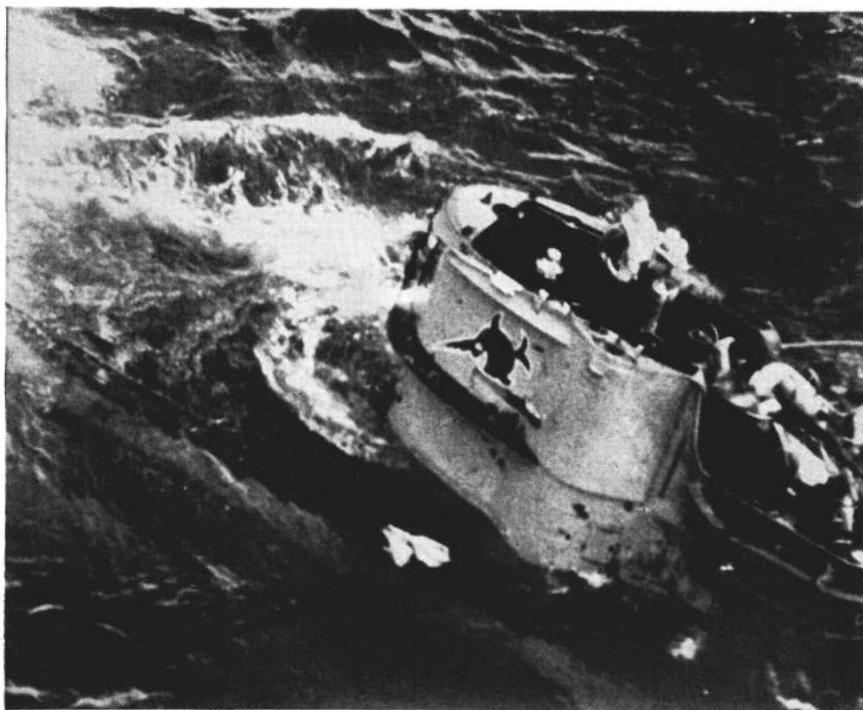
Lieutenant Commander Hutchins then described how the gun crews continued to fire at the submarine. He said one man operated a big gun alone, getting the ammunition, loading and firing. Another gun captain, when the firing mechanism failed, pulled the latch by hand even though the recoil battered his arm "until it was as big as his leg."

"Finally," Lieutenant Commander Hutchins said, "the submarine sank right in front of us and exploded."

With engine rooms flooded, generators and radio communications out of commission, the *Borie* wallowed in heavy seas. All the lighter fluid on board was collected to run the generator for a small emergency radio, and a short message was sent to the *Card*.

The *Borie* was able to maintain some headway during the night and keep her nose into the huge waves. Early the next day planes from the *Card* spotted her, and soon the remainder of the task unit gathered around. A hose was passed to her in an effort to get water to her boilers. However, the water was so contaminated by oil leaking from the *Borie* and the wallowing was so violent that the attempt was abandoned after several hours.

With the waves mounting steadily,



U-BOAT CREWMEN in life preservers watch attacking planes of the USS Card as they prepare to go over the side of the doomed sub.

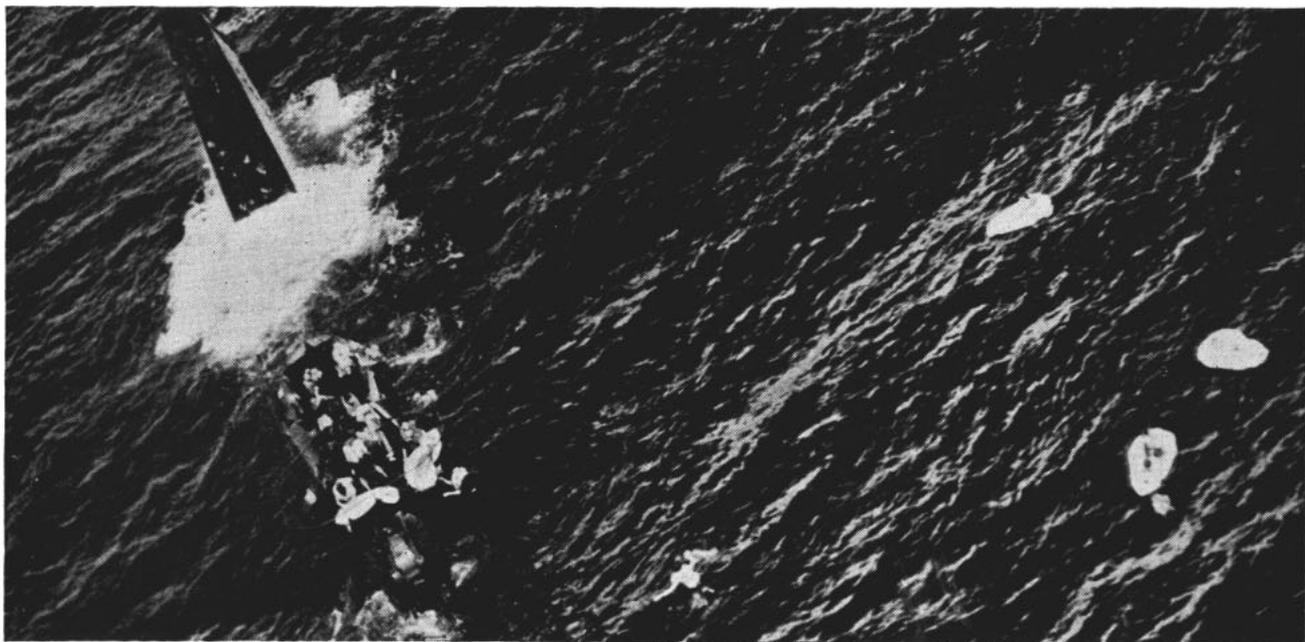
Lieutenant Commander Hutchins was fearful she would capsize during the night, and gave orders to abandon ship shortly before sunset. All but 27 of the *Borie's* crew were saved through the valiant efforts of the crews of the *Barry* and *Goff*. Although the battered destroyer was still afloat the next day, it was decided that salvage was impossible and planes from the *Card* sank her with bombs.

Three days before the *Borie's* battle,

two planes from the *Card* had been shot down by U-boats, which had elected to come to the surface and slug it out with torpedo and fighter planes.

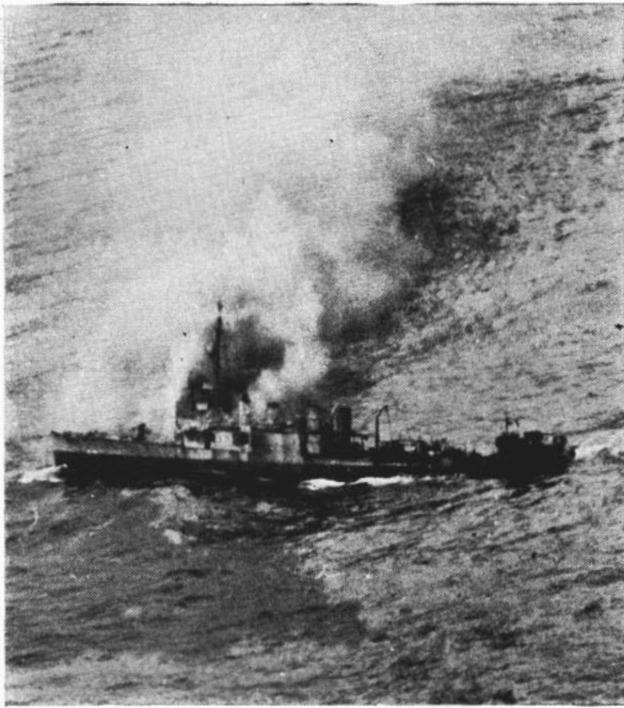
Lieut. Asbury H. Sallenger, USNR, piloting an Avenger, and Ens. John F. Sprague, USNR, in a Wildcat, sighted two U-boats, only 150 yards apart, moving slowly on the surface on almost parallel courses.

"I signaled Sprague to attack," Lieutenant Sallenger said, "and he



German submariners abandon ship under attack of planes from the USS Card.

—Official U. S. Navy Photographs.



END OF THE BORIE: Mortally wounded in a victorious battle with a U-boat, the USS Borie is shown here just before she was sunk by Navy torpedo bombers from the USS Card. The skipper of the over-age destroyer gave the order to abandon ship the day after she rammed and sank a German submarine in the Atlantic. Survivors were picked up by two other destroyers of the task unit.



Official U. S. Navy Photographs.

BORIE SURVIVORS honor their dead—27 officers and men—at memorial services aboard the USS Card. On the bridge, conducting the service over the ship's loudspeaker system, is Lt. (jg) S. W. Bell ChC, USN. Beside him are Capt. Arnold J. Isbell, USN, commanding officer of the Card and (nearest camera) Lieut. Comdr. (then Lieut.) Charles H. Hutchins, USNR, commanding officer of the Borie.

made a beautiful strafing run, giving that sub a methodical going over with his machine guns. But as I followed him in, I got some 'AA' in my fuselage, putting out my inter-plane communication and electrical systems and also damaging the vertical fin of my plane and the rudder. Everything happened so suddenly, and the damage to my electrical system prevented the release of bombs on my first run.

"I pulled up and out for a second attack, with my engine popping and cutting out. Meanwhile, Sprague

was making another excellent strafing run on the other sub. When I went in on my second run, I got hit again and the wing burst into flames. However, I made my 'drop' and looked back to make sure my bombs exploded in the proper place. The explosions, which seemed to go off right under the sub, covered it with water.

"My wing was now burning badly, so I dropped my remaining bombs and made a water landing. It put out the fire in the wing. I got out of the plane and saw that the turret gunner,

O'Hagan (James H. O'Hagan, AMM3c, USNR) was out all right, but saw no sign of the radio operator, Downes (John D. Downes, ACRM, USNR). I swam into the plane to look for him, but got only half way into the tunnel when the plane sank. I looked up to see Sprague going in for another attack, and then O'Hagan and I got the life raft inflated. I didn't see or hear Sprague again."

After paddling their way through the stricken U-boat's oil slick, "so new we could smell fresh oil," Lieutenant Sallenger and O'Hagan were spotted by planes from the Card and picked up by the Barry after spending seven hours in the water.

Ensign Sprague, it was learned later, saw his teammate's plane go down and persisted in his attack against the remaining U-boat which was using heavy caliber anti-aircraft guns. Badly hit by flak, Ensign Sprague's plane crashed into the water. An extensive search was conducted, but he was not found, and both Ensign Sprague and Downes are listed as "missing in action."

While the total number of submarine sinkings credited to Task Unit 21.14 cannot be disclosed, at least five were definitely sunk in this three-day period.

ANTISUBMARINE FLEET SET UP

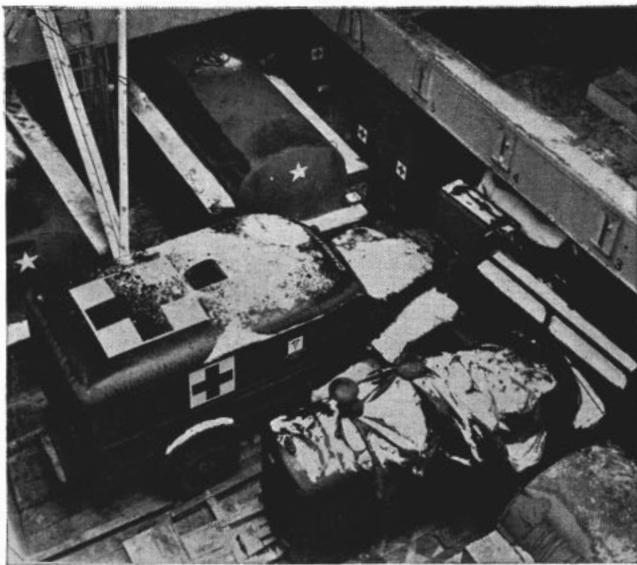
Organization of the Tenth Fleet, to exercise unity of control over the Navy's war against the U-boat in the Atlantic, was publicly announced last month. It had been functioning secretly for six months.

In addition to his other duties, Admiral Ernest J. King, USN, commander-in-chief of the U. S. Fleet, and chief of naval operations, retained the immediate direction of antisubmarine operations and is the Commander, Tenth Fleet. Rear Admiral Francis S. Low, USN, assistant chief of staff (antisubmarine), U. S. Fleet, is chief of staff of the Tenth Fleet.

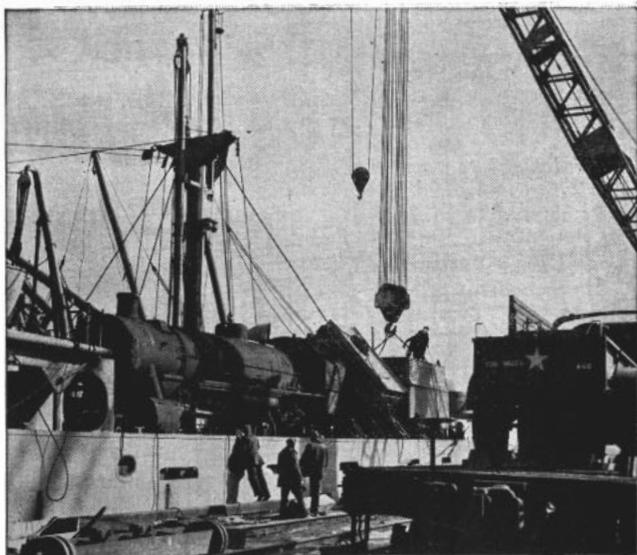
The new fleet is assigned the following tasks: (1) destruction of U-

boats, (2) protection of Allied shipping in the sea frontiers concerned, (3) support of other antisubmarine forces operating in the Atlantic, (4) control of convoys and shipping that are U. S. responsibilities, and (5) correlation of U. S. antisubmarine research and personnel instruction.

The Tenth Fleet has four principal divisions—operations, anti-submarine measures, convoy and routing, and a scientific council. Through this organization the Tenth Fleet makes available latest information on anti-submarine developments, intelligence, training and operating procedures to other Atlantic commands.



HOLD of medium-sized cargo vessel contains oil trucks (left), ambulances, water supply truck (right). All spaces between vehicles will be filled with broken stowage.



—New York Daily News Photographs.
DECK of cargo vessel at an East Coast port carries locomotive. Clearance between life raft past cab of engine and the quarter-deck in front was four inches.

The Navy Delivers the Goods

Convoy and Routing System Gets Through More Ships
— With More Goods for Allies — Than Ever Before

By HOWARD G. BARNES

Ensign, USNR

(On duty in the office of the port director, Third Naval District).

From the moment a ship enters the port, in fact from the moment she leaves any other port bound for New York, she becomes a candidate for a convoy leaving New York. Dispatches from ports of departure and advices from the War Shipping Administration and shipping agents keep the port director informed of future arrivals. From such advance listings the port director's office makes up tentative convoy lists.

The list is subject to change until sailing time. A ship may develop engineering difficulties, may not be loaded in time, may not arrive in New York on schedule, may have crew difficulties, or other troubles.

If the vessel requires repairs in New York, these frequently can be made while she is loading. Once repaired and loaded, she moves away from her pier (which is needed for another loading job) to an anchorage designated for outgoing vessels. Meanwhile, many things have been taking place in the port director's office.

The ship's master has reported to a convoy and routing officer. He has turned in his old routing instructions and other confidential papers of the voyage just concluded. He has sub-

The convoy and routing system today is getting through supplies to war fronts over the world—getting through enough and on time. The operating agent within the Navy for convoy and routing activities is the port director. One of the busiest port directors handles the Port of New York, which at times has cleared as much as 60 per cent of the total shipping from the U. S. By 24 July, of 12,276 ships that had sailed from New York after Pearl Harbor, only a small percent were sunk. This article explains how New York forms and sends out her convoys.

mitted information about his vessel: her cargo, destination, speed, armament, special equipment for use in convoy, merchant crew, Navy gun crew, draft, height of mainmast, speed, and many other things.

The information has been examined and classified, the vessel's fitness for inclusion in convoy has been determined, and she has been placed in the convoy for which she is best suited and which will take her to her port of destination.

Then the convoy and routing officer sets out to solve the problem of the

formation of the convoy, its shape and size, and the location of each ship in it.

He weighs all the factors that make for the desirability of placing each ship in her particular spot in the convoy formation. He plans the formation of ships to make it least vulnerable to submarine attack.

Before sailing, the master of each vessel attends a master's departure conference. Presided over by the port director or his routing officer, the conference is attended by the commodore of the convoy (who will be responsible for the internal discipline and maneuvering of the convoy) and the commander of the escort group (responsible for the safety of the convoy and escort).

Every smallest detail pertinent to the convoy, its organization and deployment is discussed by the presiding officer. Questions by the masters are answered. The commodore and escort commander give final instructions.

Each master attending the conference gets a sealed envelope containing sailing orders, a schedule of departure of all ships in the convoy and a series of minute instructions covering many possible contingencies, a diagram of the convoy formation, the communication plan, instructions for procedure in case his vessel straggles (becomes separated from the convoy), a detailed description of the approaches to all

History Footnote

Convoys were used in the last World War, but they were never operated on the huge scale of present operations. Although the origin of convoys is obscure, the Romans and Phoenicians probably employed the technique during their great campaigns in the Mediterranean.

ports the vessel is scheduled to enter, as well as those she might enter should she straggle.

One highly important operation covered in the conference is the departure or sortie of the vessels in the convoy. Because of the large area covered by New York harbor, because of the many different locations at which ships included in a single convoy may be found, and because of the great number of ships to go in one convoy, a detailed schedule for the departure of each vessel is worked out.

Each ship is assigned a specific time for weighing anchor or undocking.

To assist pilots and masters in reaching the ocean rendezvous point according to schedule, a number of reference points en route are designated with the times each vessel should pass each point to arrive at the rendezvous on time and in proper order to form up according to plan.

Shore-based patrol planes and/or blimps have been in the air from the moment the first vessel has left the harbor. They sweep ahead of and around the convoy searching for enemy submarines or surface vessels, pre-

pared to deal with them relentlessly.

When the convoy is completely formed up at the rendezvous point, the commodore gives the signal for the convoy to proceed and it moves off as a body at the designated speed.

An important activity is the proper use of communications. Very efficient and highly detailed communications systems for convoy and independently routed ships have been devised so that ships anywhere may have proper communication with shore authorities as well as with other United Nations ships. The system permits ships to observe the maximum precautions in maintaining radio silence and yet obtain the most complete coverage possible in being warned of danger.

The convoy route will have considered latest reports on submarine activities, weather conditions, ice fields, all hydrographic matters. To assist in routing, a planning room is maintained in the port director's office which shows the general situation in the ocean to be traversed for a period of three days, as well as the enemy submarine situation for the current day and two days previous.

The object of every routing officer is to send convoys (and independently routed ships) through waters where the enemy is not or where he is likely not to be when the convoy gets there. He must pool a knowledge of shipping, submarine tactics, seamanship and navigation to make his predictions right. In addition, he must furnish straggler routes and diversion routes for convoys whose routes are threatened by enemy action.

The port director responsible for making up a convoy must be, in essence, a shipping company executive

Personnel

Today the naval personnel engaged in convoy work, and in activities directly related thereto, exceeds by far the total personnel in the U. S. Navy and Naval Reserve before Pearl Harbor.

as well as a naval officer. He must be thoroughly conversant with many diverse activities within the Navy, as well as those governmental agencies directly concerned with the shipping business. He must be a diplomat, a good seaman to command the respect of the merchant masters with whom he deals, and a good executive to oil the machinery of the large organization required in convoy and routing.

The Axis has straddled our shipping lanes with submarines, super-submarines, wolf packs, surface raiders and air armadas; the Axis has sunk ships, many laden with valuable war cargoes. But the significant fact is that from Iceland to Guadalcanal, our forces have been and are being supplied. At first there were quantities sufficient for holding actions; now there are quantities to permit the necessary tremendous reserves of stores, munitions and equipment for offensive action. Besides all this, the United States helps to feed, clothe and supply a large percentage of U. S. armed forces in the British Isles, North Africa, China and Russia. Behind all this, behind North Africa, Stalingrad, Munda, Sicily, Italy, Kiev, behind thousands of less spectacular actions paving the road to victory, behind all this stands the convoy and routing system.



—New York Daily News Photograph.

IN PORT, deck of vessel is packed with planes.



—Time, Inc., Photograph.

AT SEA, convoy gunners sight at patrol plane.

SPECIAL SECTION ★ WAR ANNIVERSARY

Looking for trouble, a destroyer's guns point upward in a businesslike V symbolic of the Navy's second year of war—a year that saw an end to "defense" and a beginning of the traditional "seek out and destroy," the launching of new offensives on both sides of the earth. It is in one of these, Salerno, that this destroyer stands by, protecting the Amphibs as they make their beachhead on the dis-

tant shore . . . the Amphibs who made history in a year of taking the war to the enemy. Elsewhere too the Navy was making history, and in the 16-page section which follows you will see some of it gathered together . . . the men and the ships and the heroes, the maps and the campaigns and the results . . . set down for your interest and record, as part of the perspective of history's greatest war.



Navy Takes the Offensive

The Navy abruptly changed roles as America entered its second year at war. On the morning of 1 December 1942 it dispersed a Japanese fleet off Guadalcanal in what was to be the Navy's last purely defensive action. From that point on the Navy was transformed into a crushing offensive force, operating in four major theaters and several lesser ones.

The Navy spearheaded invasions in the Mediterranean, Pacific and Gulf of Alaska. It seized initiative and control in the Atlantic. It was a powerful offensive support as the Allies captured and recaptured territories on both sides of the globe. It developed its newborn strength in manpower and equipment to a point unprecedented in history. It girded itself for future offensives while still engaged in earlier ones.

High points of mass naval action during the year were the carefully rehearsed invasions of Sicily and Italy. These utilized all known and some new methods of seaborne attack. Of the 3,266 ships which bore down on Sicily in the dawn of 10 July, more than 1,500 were U. S. naval vessels. They ranged from cruisers to small landing craft, from familiar ships of the line to new amphibious "ugly ducklings." They were manned by 40,000 officers and men who had spent months of specialized training at home bases and in north Africa.

The Sicilian invasion was the final test for the later invasion of Italy proper. It was a masterpiece of timing and coordination. Part of the fleet was transported across the Atlantic. Other sections converged from widely separated ports and bases. Upon reaching the invasion points, these fleets found that minesweeping and preliminary assignments had been carried out to the letter by still other units.

From the naval standpoint, the invasion was a triumph for the new types of landing craft. It was the

Navy's first test-under-fire for these completely offensive seagoing weapons.

One of the initial waves of U. S. troops was transported entirely across the Mediterranean by hundreds of landing craft. They were escorted only by PC's and SC's, small sub chasers and patrol craft which sometimes showed half their bottoms as they leaped and rolled. Experienced officers marveled at the seamanship displayed by the crews, many of whom had never seen an ocean a year previously.

Some of the new landing craft laid their own smokescreens and launched their own planes, innovations which made naval history. Quickly established units speedily repaired and salvaged damaged craft without removing them from the battle zones. Operational losses were at a minimum. Within 48 hours the original landing fleet made a round trip to Africa, returning loaded to the gunwales with men and materials.

Meanwhile, the Navy had three other duties. It protected the landing forces from surface and undersea attack, maintained anti-aircraft protection and supported the troops ashore with long-range barrages.

This invasion process was repeated on an even more extensive scale at Salerno on 9 September. Again the Navy was a major part of an Allied fleet which "covered 1,000 square miles." In the face of bitter opposition, the Amphibs came of age—and the Navy found work for each and every variety of its vessels and specially trained men.

The heavy cruisers and bigger ships stood offshore and poured barrages onto the Nazi troops dug into the hills above the beach. Planes catapulted from fighting ships and launched from carriers strafed and bombed enemy positions. On every ship the ack-ack guns shared in the toll taken of attacking German planes.

Meanwhile, the landing craft disgorged their men and cargoes on the

bloody beach. The bows of the big LSTs swung open. Tanks and cars rolled forth to support infantry and machine-gun units. The low, armored LCIs ran a gantlet of withering defensive fire to reinforce beleaguered positions with fresh troops. After a few bitter days, the beachhead was irrevocably established.

But the Navy's job by no means ended with the establishment of invading forces. Each American soldier landed in the African and Italian campaigns needed one and one-half tons of supplies per month to keep him going after the initial equipment of 10 tons per man was ashore. On a busy day, the Allied air forces in the Mediterranean may use as much as 1,500,000 gallons of high-octane gasoline, all of which must be convoyed in tankers.

So, as the American armies strike closer and closer to the "European fortress," the Navy continues a vital offensive force in every land action.

In the southwest Pacific, the year also was one of almost continuous offensive action. Striking ever northward, the Navy attacked the Russell islands and Arundel, in the Solomons, and took Nanumea, south of Hawaii. Naval vessels carried and landed the soldiers and marines who have wrested the central Solomon islands from the Japs. Navy planes joined Allied air forces to blast incessantly the Jap bases on the "ladder to Tokyo."

Latest offensive is the Gilberts landing begun 20 November.

In twelve months the Navy has done its part in eliminating the Japs from the central Solomons. The Jap stronghold at Rabaul was being hastily reinforced last month as Allied leaders predicted that it would offer bitter resistance but was clearly doomed. Rabaul is the last Jap stronghold in the area. To the north, across an expanse of ocean which will eventually occupy the Navy, lies the Jap island base of Truk.

During the first year of war the Navy had revealed some of the surprises it had in store for Tojo. The *South Dakota*, previously identified only as "Battleship X," had blasted 32 Jap planes from the skies in one engagement and had sunk three cruisers off Savo island in another (see INFORMATION BULLETIN, February 1943, p. 2). This indicated that bigger, newer and tougher fighting machines had arrived in the Pacific.

During the second year of war, another nasty jolt for the Japs was the appearance of the Hellcat fighter plane developed by Grumman aircraft engineers.

This "big brother" of the famed Grumman Wildcat made its appearance

JAPANESE SHIP LOSSES SINCE PEARL HARBOR

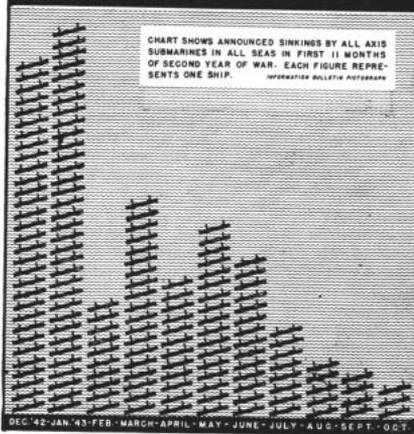
INFORMATION BULLETIN PICTOGRAPH



EACH FIGURE REPRESENTS ONE JAPANESE WARSHIP OR MERCHANT SHIP ANNOUNCED AS DEFINITELY SUNK IN NAVY DEPARTMENT COMMUNIQUE FOR THE FIRST 23 MONTHS OF WAR. TOTAL 490

in Its Second Year of Global War

DECREASE IN SINKINGS OF U.S. MERCHANT SHIPS BY SUBMARINES



over Marcus island on 1 September and downed 21 Zeros against a loss of two Hellcats. After one or two more engagements the plane officially was reported as having shown marked superiority to the Jap fighters.

In July, a naval battle in the Kula gulf followed the 1943 pattern of victory. The Japs lost five cruisers and eight destroyers. This battle cost us the 9,700-ton cruiser *Helena* (see story on page 24 of this issue). The Navy doggedly continued offensive tactics and sweeps in the Northern Solomons. It turned its searching eye everywhere for Jap troop and supply shipments, blasting and cutting at these shipping lines. Before the summer was over it was evident that the Jap fleet was losing its taste for naval battle.

By last month, as the siege of Rabaul impended, Navy leaders in the Pacific were openly inviting the Jap fleet to come out and fight.

"I hope they do come out," said Admiral Halsey. "We're ready to give them everything we've got."

In the far north, the Navy also did its share in removing a Japanese thorn when the last Jap garrisons were slaughtered or driven from the Aleutian islands.

For months previous to actual invasion, naval planes blasted the islands of Kiska and Attu. Navy ships added their heavy guns to the almost constant bombardment, softening resistance to the scheduled invasions. These preliminary attacks were executed under the most difficult conditions. Heavy blankets of fog made observation and reconnaissance dangerous and often impossible. Wind, rain, sleet and ice usually were present in a variety of combinations.

After six months of this sort of bombardment, however, the Navy landed U. S. troops on Attu on 11 May. In a bitter struggle the Jap troops were practically annihilated. Outflanked, the enemy on Kiska sought

to evacuate by submarine and transport. To quote Rear Admiral Thomas C. Kincaid:

"We got quite a few. Enough to make it hurt."

Meanwhile, the Navy was carrying on another offensive in the Pacific. The latest results of this running action only recently were made known. This widespread offensive is our constantly growing submarine campaign against Japanese merchant shipping in all parts of the Pacific.

Figures announced in November put the total of Japanese vessels sunk or damaged by U. S. submarines at 490. American subs have crept close enough to the Japanese shores to send torpedoes into harbor targets, and on at least one occasion a U. S. sub shelled a coastal town on the Japanese islands proper.

The second year of the Battle of the Atlantic also had a brighter aspect than its forerunner. From shipyards on the home front came new weapons to combat U-boats. These soon proved their deadly efficiency.

The new Navy weapons included the destroyer escort, a fast, small, destructive ship able to scout and skirt around a convoy like a well-trained sheep dog. New-type blimps gave convoys a protective overhead "eye." So good was this aerial protection and the threat of stationary depth-charge bombing that the Navy announced that not a single merchantman had been lost from any convoy which had blimp protection. Converted merchantmen became "escort carriers" which provided uninterrupted aerial protection for the entire crossing of the Atlantic.

The success of these antidotes to submarine attack can best be illustrated by the figures (see pictograph above for monthly sinkings of U. S. ships). In July, Secretary Knox was able to announce that not a single Allied merchant ship had been sunk in the north Atlantic in three months. In May, June and July at least 90 U-boats were sunk. Last month it was revealed that 60 more Nazi raiders had been destroyed during August, September and October.

Meanwhile, our announced Atlantic merchant shipping losses had dropped from 31 last December to three in October 1943. The back of the U-boat campaign appeared to be broken.

But the problems of merchant shipping continue to form an enormous naval responsibility. The U. S. is shipping food and equipment to at least 32 different fronts, some of them 17,000 miles from the point of origin. Apart from military needs, the U. S. and Great Britain are transporting between 40,000 and 50,000 tons of sup-

plies monthly for civilians in north Africa alone. Coal and oil products average another 40,000 tons monthly. Locomotives also are being shipped. Among these are special five-foot-gauge locomotives destined for the recaptured Russian rail lines.

All these supplies must run the gantlet of German submarines, mines and aircraft.

On the home front, the year found naval production keeping pace with offensive progress at sea. By midsummer a \$5,300,000,000 shipbuilding program had been completed. Some 15,000 new naval craft had slid down the ways, with more to come.

Such was the unprecedented growth of the Navy during the second year of war (INFORMATION BULLETIN, November 1943, p. 2) that by September Secretary Knox was able to announce that our Navy was the greatest in the history of the world. Today it comprises more than 14,000 vessels and 18,000 planes. By the end of another year of warfare, it was announced, the Navy will have an unprecedented total of 41,179 vessels.

Operating this huge new force on all faces of the globe, the Navy found itself faced with problems of global maintenance and salvage. Today ships of the line get new parts, repairs and replacements in stations thousands of miles from home drydocks. Parts and machinery are assembled at advance bases. If such a base hasn't what a crippled ship needs at the moment, that part is soon delivered.

Also, special salvage and reclama-

GROWTH IN NAVY MANPOWER



7 DEC. 1941



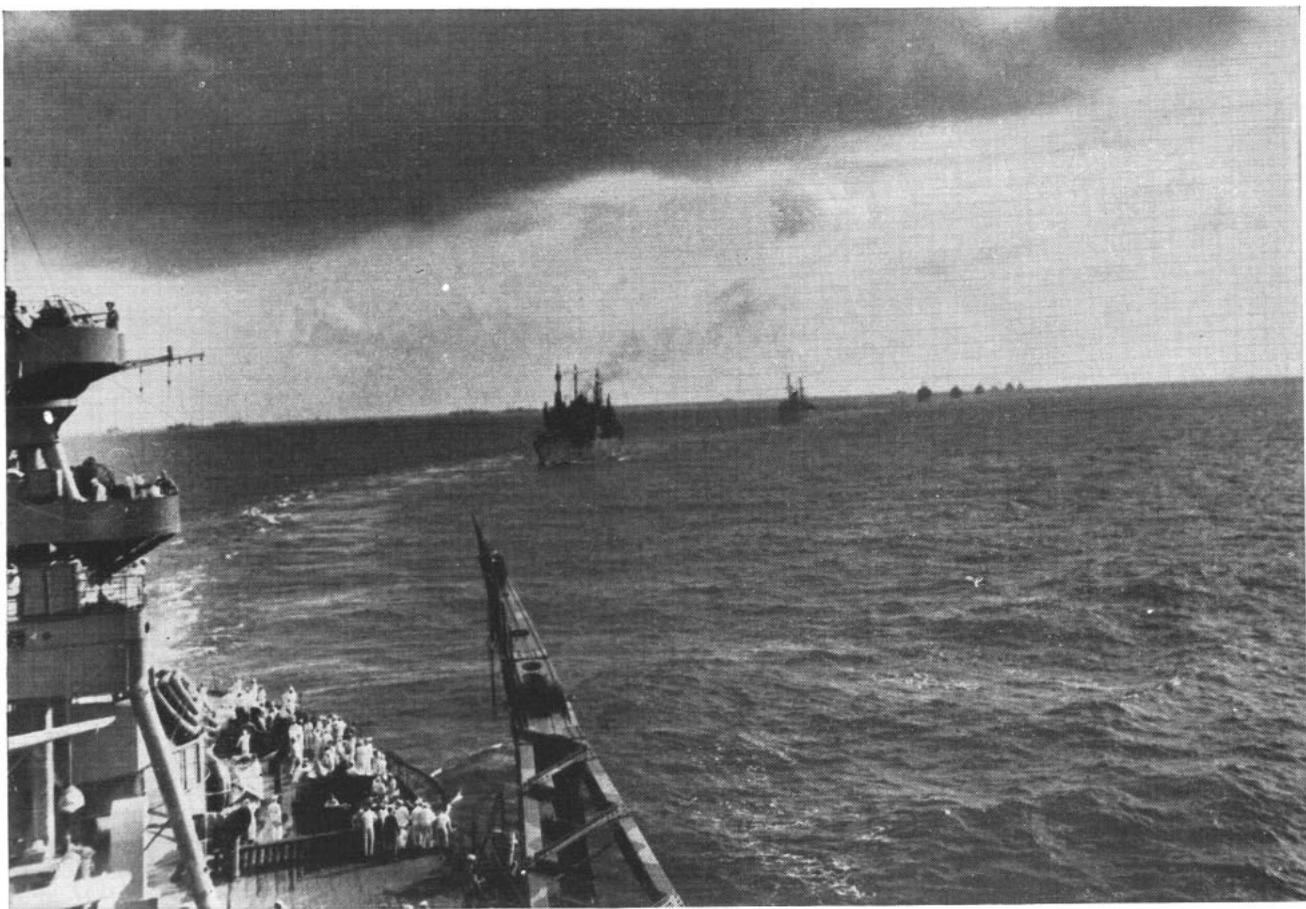
1 NOV. 1942



31 DEC. 1943 (AS PLANNED)

EACH FIGURE REPRESENTS ABOUT 325,000 OFFICERS AND ENLISTED PERSONNEL.

INFORMATION BULLETIN PICTOGRAPH



—Time, Inc., Photograph.

Silent victory: The convoys that go through don't make headlines.

tion crews were established on far-flung shores. These units assemble stock piles of spare parts which are utilized for on-the-spot repairs.

As the year drew to a close, still another new type of patrol craft was under construction in home yards. This is the PCE—patrol craft escort. These are big brothers of the sleek PC's and, while slower, will be more heavily armed and armored. Under construction also are the new PCS's, a mod-

ernized and streamlined adaptation of the 136-foot wooden minesweepers.

The war was fought in the naval laboratories, also, and the year brought an answer to one age-old problem for survivors. A simple and effective method of making sea water safe to drink was perfected. The equipment consists of two chemical compounds and four plastic bags. Eventually it will be standard equipment for every lifeboat and raft.

The Navy's personnel also grew apace with other progress. The end of the year will find personnel at a new high of 201,000 officers and 2,093,000 men. These figures represent seven times as many men as formed the complement of the Navy at the outbreak of hostilities. (See chart on preceding page).

On its first birthday, 30 July, the Women's Reserve proudly pointed to its 27,000 members. It is aiming at 48,000 this year and a total of 78,000 next year.

Also in July, almost 80,000 V-12 students reported to 131 colleges throughout the nation to launch the biggest educational operation of its kind in history. Today, the Navy is training every three months a new force of fighting men as big as the entire Navy of 1939.

With the Navy accepting for the first time great numbers of men in-

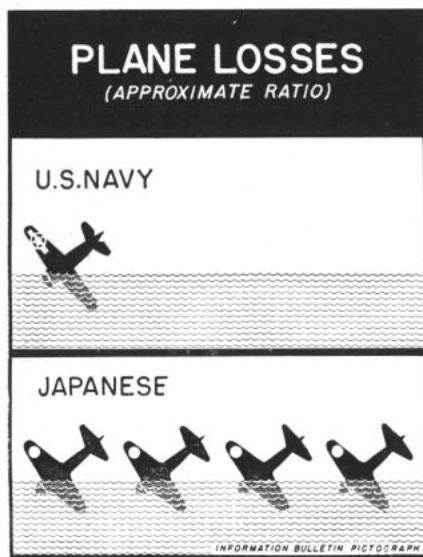
ducted through Selective Service, the physical requirements were revised. The vast increase of personnel brought many new problems.

To make the most of its manpower, the Navy inaugurated a program of scientific selection and classification. Full information is now collected on every new man and he is placed where he is best fitted to do a good job. A careful check on his development is expected to vitally increase overall efficiency (INFORMATION BULLETIN, October 1943, p. 2).

The expansion of the Navy also brought a need for new ratings and revision of old ratings. These were put in effect recently (see INFORMATION BULLETIN of November 1943, p. 72).

As Selective Service dipped deeper and deeper into the nation's manpower, family allowances were increased. A public law which became effective 1 November materially expanded government allowances to service personnel with dependents. It also broadened dependency claims (INFORMATION BULLETIN of November 1943, p. 75).

On all fronts and at home, at sea and ashore, the Navy speed cone was drawing closer and closer to "Full Ahead" as America marked the end of its second year at war.



U. S. NAVAL VESSELS LOST IN WAR

The following is an alphabetical list (as of 20 November 1943) of U. S. warships and naval vessels announced since 7 December 1941 as sunk, destroyed to prevent capture, or overdue and presumed to be lost.

Name and Type	Action
Aaron Ward, destroyer.....	Bombed, Guadalcanal, Sept. 1943
Acacia, C. G. cutter.....	Shelled by sub, Caribbean, March 1942
Alexander Hamilton, C. G. cutter.....	Torpedoed off Iceland
Amberjack, submarine.....	Pacific surface action
Argonaut, submarine.....	Pacific, destroyed to prevent capture
Arizona, battleship.....	At Pearl Harbor, 7 December 1941
Asbeville, patrol vessel.....	Java sea, presumed lost
Astoria, heavy cruiser.....	Guadalcanal, October 1942
Atlanta, heavy cruiser.....	Battle of Guadalcanal, Nov. 1942
Barton, destroyer.....	Torpedoed at Guadalcanal
Beatty, destroyer.....	Underwater explosion, Mediterranean
Benham, destroyer.....	Jap cruisers, Guadalcanal
Bittern, minesweeper.....	Destroyed at Bataan to prevent capture
Blue, destroyer.....	Undisclosed Pacific action
Borie, destroyer.....	By USN after Atlantic sub battle
Bristol, destroyer.....	Underwater explosion, Mediterranean
Buck, destroyer.....	Underwater explosion, Mediterranean
Canopus, sub tender.....	Destroyed at Bataan
Cassin, destroyer.....	At Pearl Harbor, 7 December 1941
Chevalier, destroyer.....	Battle for Bougainville
Chicago, heavy cruiser.....	Torpedo planes, Guadalcanal
Colbourn, transport.....	At Guadalcanal, 5 September 1942
Cushing, destroyer.....	Guadalcanal surface action
Cythera, patrol vessel.....	Lost off Aleutians
De Haven, destroyer.....	Surface action at Savo Island
Dewey Drydock, floating dock.....	Destroyed at Bataan
Dorado, submarine.....	Action undisclosed
Downes, destroyer.....	Pearl Harbor, 7 December 1941
Duncan, destroyer.....	Battle of Savo Island
Edsall, destroyer.....	Java Sea, presumed lost
Edward Rutledge, transport.....	Torpedoed at Casablanca
Escanaba, C. G. cutter.....	Undisclosed action in North Atlantic
Finch, minesweeper.....	Bombed at Corregidor
Gannet, tug.....	By sub in Atlantic
George F. Elliott, transport.....	Bombed at Guadalcanal
Grampus, submarine.....	Pacific surface action
Gregory, transport.....	Guadalcanal surface battle
Grenadier, submarine.....	Action undisclosed
Grunion, submarine.....	In Pacific, presumed lost
Guin, destroyer.....	Undisclosed Kula Gulf action
Hannmann, destroyer.....	Torpedoed at Midway
Helena, light cruiser.....	Battle of Kula Gulf
Henley, destroyer.....	Battle for Bougainville
Hornet, aircraft carrier.....	Destroyed by USN after Battle of Santa Cruz Islands
Houston, heavy cruiser.....	Java sea, presumed lost
Hugh L. Scott, transport.....	By submarines at Casablanca
Ingraham, destroyer.....	Atlantic collision
Jacob Jones, destroyer.....	By subs in Atlantic
Jarvis, destroyer.....	Bombed at Guadalcanal, Sept. 1942
John Penn, cargo transport.....	By torpedoes, Guadalcanal
Joseph Hughes, transport.....	By subs at Rabat
Juneau, light cruiser.....	Battle of Guadalcanal
Kanauba, tanker.....	At Guadalcanal, March 1943
Lafey, destroyer.....	By planes at Guadalcanal
Langley, seaplane tender.....	Battle of Java sea
Leedstown, transport.....	By subs at Algiers
Lexington, aircraft carrier.....	Torpedoed in Coral sea
Little, transport.....	Undisclosed Solomons action
Luzon, river gunboat.....	Destroyed at Corregidor
McCawley, transport.....	By subs, planes at Kolombangara
McKean, destroyer-transport.....	By aircraft off Bougainville
Maddox, destroyer.....	By planes at Sicily
Meredith, destroyer.....	Unknown Solomons action
Mindanao, patrol vessel.....	Bombed at Corregidor
Monssen, destroyer.....	Battle for Guadalcanal
Moonstone, patrol craft.....	Atlantic collision
Muskegat, C. G. cutter.....	Unknown Atlantic action
Napa, tug.....	Destroyed at Bataan
Natek, C. G. cutter.....	Unknown North Atlantic action
Nauset, tug.....	Undisclosed Mediterranean action
Navajo, tug.....	Undisclosed South Pacific action
Neches, oiler.....	Torpedoed in undisclosed action
Neosho, oiler.....	Battle of Coral sea
Niagara, auxiliary patrol.....	By planes in South Pacific
Northampton, heavy cruiser.....	Battle of Guadalcanal

U. S. and Japanese Ship Losses*

	Sunk		Probably Lost		Total	
	U. S.	Jap	U. S.	Jap	U. S.**	Jap
Battleships	1	2	0	0	1	2
Aircraft Carriers	4	6	0	1	4	7
Cruisers	8	24	1	4	9	28
Destroyers	33	62	4	18	38	80
Submarines	2	6	11	1	14	7
Others	52	126	4	16	63	142
Totals	100	226	20	40	129	266

* Figures are those announced in Navy Department communiques in 23 months from 7 December 1941. Japanese losses include some inflicted by Marine Corps and Army forces.

** U. S. totals include a destroyer, a submarine and seven other craft destroyed to prevent capture.

Name and Type	Action
Oahu, Patrol vessel.....	Destroyed at Corregidor
O'Brien, destroyer.....	Undisclosed Solomons action
PC 496, sub chaser.....	Underwater explosion in Mediterranean
PC 694, sub chaser.....	By planes in Mediterranean
PC 696, sub chaser.....	By planes in Mediterranean
Peary, destroyer.....	Battle of Java sea
Pecos, oiler.....	In Java sea
Penguin, minesweeper.....	Pearl Harbor, 7 December 1941
Perch, submarine.....	Southwest Pacific, presumed lost
Pickrel, submarine.....	Undisclosed action
Pigeon, minesweeper.....	Destroyed at Corregidor
Pillsbury, destroyer.....	Unknown action in Bali Strait
Plymouth, gunboat.....	Surface battle in Bali Strait
Pollux, cargo vessel.....	Grounded at Newfoundland
Pope, destroyer.....	Unknown action off Java
Porter, destroyer.....	Battle of Guadalcanal
Preston, destroyer.....	Battle of Guadalcanal
PT 34, motor torpedo boat.....	Grounded in Philippines
PT 35, motor torpedo boat.....	Destroyed in Philippines
PT (no number).....	In Pacific, presumed lost
PT (no number).....	Guadalcanal patrol, December 1942
PT (no number).....	Guadalcanal patrol, December 1942
PT (no number).....	Guadalcanal patrol, December 1942
PT (no number).....	Guadalcanal patrol, December 1942
Quail, minesweeper.....	Destroyed at Corregidor
Quincy, heavy cruiser.....	Battle of Guadalcanal
R-12, submarine.....	Action unknown
Redwing, sub rescue vessel.....	Underwater explosion, Mediterranean
Rowan, destroyer.....	Underwater explosion, Italian waters
Runner, submarine.....	Action unknown
S-26, submarine.....	Action unknown
Sealion, submarine.....	Destroyed at Cavite
Seminole, tug.....	By destroyers at Tulagi
Sentinel, minesweeper.....	Underwater explosion at Sicily
Shark, submarine.....	Pacific action, presumed lost
Sims, destroyer.....	Battle of Coral sea
Skill, minelayer.....	Underwater explosion at Salerno
Stewart, destroyer.....	Destroyed at Surabaya, March 1942
Strong, destroyer.....	Torpedoed off New Georgia
Sturtevant, destroyer.....	Underwater explosion in Atlantic
Tanager, minesweeper.....	Destroyed at Corregidor
Tasker H. Bliss, transport.....	By subs at Casablanca
Triton, submarine.....	Presumed lost
Truxtun, destroyer.....	Grounded at Newfoundland
Utah, target ship.....	Pearl Harbor, 7 December 1941
Vincennes, heavy cruiser.....	Battle of Guadalcanal
Wake, river gunboat.....	Captured at Bataan
Walke, destroyer.....	Battle of Guadalcanal
Wasmuth, minesweeper.....	By depth charges, Aleutian islands
Wasp, aircraft carrier.....	By subs in South Pacific
Wilcox, C. G. patrol.....	Foundered in Atlantic
Yorktown, aircraft carrier.....	Bombed at Midway
YP-389, fishing craft.....	Shelled by Atlantic sub
Unnamed, small harbor craft.....	Shelled in Tulagi harbor

Navy's Medal of Honor Heroes

This war, because it is the greatest in history and has involved more naval personnel than all our previous wars combined, has produced untold thousands of heroes. American men, plunged into war, have fought as always with the courage that built a nation from the wilderness.

Listing—even acknowledging—all these heroes has become almost impossible. But through the past two years certain deeds have stood out so much that the country has awarded these heroes its highest possible recognition.

Here are the forty-one men of the Navy, Coast Guard and Marine Corps—from Pearl Harbor, Guadalcanal, Fedala and all the other battle scenes—who have been awarded the Medal of Honor.

The U. S. Marine Corps claims thirteen of these heroes, two of whom are dead; the U. S. Coast Guard: one man, dead. Of the remaining twenty-seven, from the regular Navy or Naval Reserve, eighteen are dead; two are missing.

Many stories of their deeds have been written, but none of them can describe the valor of these heroes more clearly than the statute providing for the medal itself: "That the President of the United States be . . . authorized to present in the name of Congress, a medal of honor to any person who . . . shall . . . distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty. . ."



KENNETH D. BAILEY
Major, USMC
Fighting hand to hand with the enemy, he lost his life.



JOHN BASILONE
Sergeant, USMC
Risked life to bring up shells under enemy fire.



HAROLD W. BAUER
Lieutenant Colonel, USMC
Shot a bomber, 4 fighters; fuel exhausted, shot 4 more.



MERVYN S. BENNION
Captain, USN
Bearing a mortal wound, his concern was for his ship.



JOHN D. BULKELEY
Lieutenant Commander, USN
His PT boats terrorized Jap shipping, aircraft.



DANIEL J. CALLAGHAN
Rear Admiral, USN
Killed directing rout of Jap fleet larger than his.



GEORGE H. CANNON
First Lieutenant, USMC
Wounded by hostile fire, he died organizing his post.



MERRITT A. EDSON
Colonel, USMC
Defended his ridge in face of vicious enemy thrusts.



JOHN WILLIAM FINN
(now) Lieutenant (jg), USN
Painfully wounded, exposed to fire, he stood by guns.



FRANCIS C. FLAHERTY
Ensign, USNR
Died holding light for men to escape as ship was sinking.



RICHARD E. FLEMING
Captain, USMC
Driving a blazing ship, he attacked, then crashed.



JOSEPH JACOB FOSS
Major, USMCR
Hits split enemy mid-air; his score shows 23 planes.



SAMUEL G. FUQUA
Lieutenant Commander, USN
Directed fire, rescue work despite intense strafings.



ROBERT E. GALER
Major, USMC
At 25,000 feet, he scored on 11 bombers and fighters.



HOWARD W. GILMORE
Commander, USN
Ordered his submarine down as he lay wounded on deck.



WILLIAM EDWARD HALL
Lieutenant (jg), USNR
Hit one carrier; later he helped destroy 3 aircraft.



EDWIN J. HILL
Chief Boatswain, USN
In helping weigh anchor he was bombed overboard.



HERBERT C. JONES
Ensign, USNR
Mortally wounded; refusing aid, he sent men to safety.



REINHARDT J. KEPPLER
Boatswain's Mate 1c, USN
Mortally wounded, fought fire till he collapsed.



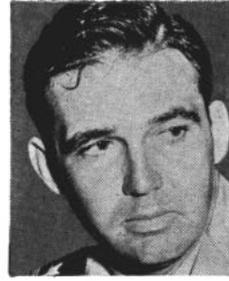
ISAAC C. KIDD
Rear Admiral, USN
His ship an open target, he remained on bridge till hit.



BRUCE McCANDLESS
Commander, USN
Critically wounded, he led task force to victory.



DOUGLAS A. MUNRO
Signalman, 1c USCG
He gave his life to shield marine party from Jap fire.



EDWARD H. O'HARE
Lieutenant, USN
Attacking at close range he shot 5 bombers, hit sixth.



MITCHELL PAIGE
First Lieutenant, USMC
Delayed, then reversed Jap assault by manning guns.



OSCAR V. PETERSON
Chief Water Tender, USN
Died of burns received in closing bulkhead valves.



JOHN J. POWERS
Lieutenant, USN
". . . if I have to lay it on their flight deck." He did.



THOMAS J. REEVES
Chief Radioman, USN
Hoists damaged, he passed ammunition through fire.



MILTON E. RICKETTS
Lieutenant, USN
Dying from wounds, he tried to prevent spreading fires.



ALBERT HAROLD ROOKS
Captain, USN
Withstanding five attacks, he returned; sank cruiser.



DONALD K. ROSS
Ensign, USN
Twice overcome by dynamo smoke, he held his station.



HERBERT E. SCHONLAND
Commander, USN
As C.O., worked in flooded compartment to save ship.



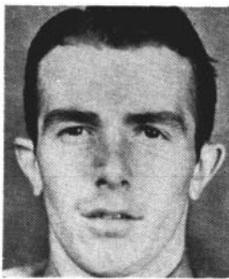
NORMAN A. SCOTT
Rear Admiral, USN
Killed directing close-range operations off Guadalcanal.



ROBERT R. SCOTT
Motor Mach. Mate, 1c, USN
Compressor station bombed, he stayed to save shipmates.



JOHN L. SMITH
Major, USMC
In 26 days: 16 Jap planes; his squadron's record: 83.



JAMES E. SWETT
Captain, USMC
Led 4 planes against Jap's 15; result: 7 Nips downed.



CLYDE THOMASON
Sergeant, USMCR
Entered Jap hideout alone; later died leading assault.

NO PHOTO-GRAPH IS AVAILABLE but on page 46 appears a story which pictures him better than any photograph could ever do.



A. A. VANDERGRIFT
Lieutenant General, USMC
Commanded our forces in first months on Guadalcanal.



F. VAN VALKENBURGH
Captain, USN
On bridge to direct abandon of ship, until hit by bomb.



JAMES R. WARD
Seaman, First Class, USN
Held a light for shipmates while ship was abandoned.



CASSIN YOUNG
Captain, USN
Blown into oil-burning sea, he returned to guide ship.

NAVY HONORS 6,031 FOR HEROISM	
Medals awarded to date by the Navy during the current war to personnel of the Navy, Marine Corps, Coast Guard, Army and to personnel of foreign nations:	
Medal of Honor.....	41
Navy Cross.....	1,205
Distinguished Service Medal.....	81
Legion of Merit.....	432
Silver Star Medal.....	1,462
Distinguished Flying Cross.....	817
Air Medal.....	1,357
Navy and Marine Corps Medal.....	636
Total	6,031

DECEMBER 1942

- 1: Navy sinks nine Jap ships near Guadalcanal.
- 4: Nazis recapture Tebourba, 20 miles west of Tunis.
- 5: Bombers from Middle East bomb Naples in first U. S. attack on Italy.
- 8: Aerial photos show 15 French warships still afloat at Toulon. Dakar, French West Africa, opened to Allies.
- 13: British Eighth Army launches new North African drive at El Aghella.
- 14: MacArthur's troops occupy Buna village, New Guinea.
- 18: Eighth Army takes Nofilia, 90 miles west of El Aghella.
- 19: Red Army launches offensive between Voronezh and Stalingrad.
- 21: Blockbusters rain on Munich.
- 23: U. S. heavy bombers raid Wake.
- 24: U. S. troops have reached Dakar. Admiral Darlan, high commissioner of French North Africa, assassinated.
- 26: General Giraud succeeds Darlan.
- 29: Red Army recaptures Kotelnikov, 90 miles southwest of Stalingrad.

JANUARY 1943

- 1: Russians recapture Velikiye Luki.
- 2: Three Jap destroyers are set afire in air raid on Rabaul.
- 5: U. S. Fifth Army in Africa activated under Lt. Gen. Mark W. Clark. Navy shells Munda. U. S. planes bomb Jap ships at Kiska.
- 7: Nazis admit falling back before Russian offensives and "shortening defense lines."
- 14: President Roosevelt and Prime Minister Churchill meet in Casablanca.
- 15: Russians assert 1,500 Nazi soldiers are starving and dying of exposure daily in siege of Stalingrad.
- 18: Australians take Sanananda, in New Guinea. Russians lift Leningrad siege.
- 20: British destroyers sink 14 Axis ships in Mediterranean. Chile breaks relations with Axis.
- 23: Tripoli falls to British Eighth Army.
- 24: Casablanca conference ends. FDR says Allies will demand "unconditional surrender" of Axis.
- 27: Fortresses, Liberators attack naval bases at Wilhelmshaven and Emden in first U. S. raid on Germany proper.
- 30: USS *Chicago* sunk by Japs. Russians capture Malkop, Caucasus oil center.
- 31: Moscow announces destruction of the Nazi Sixth Army at Stalingrad.

FEBRUARY 1943

- 1: Axis North African forces repulse U. S. at Faid Pass.
- 4: Fighting at Stalingrad ceases. Russians put German losses at 500,000.
- 5: Navy reports that sporadic sea and air battles continue near Guadalcanal.
- 9: Japs admit loss of Guadalcanal and Buna, New Guinea.
- 11: Dwight D. Eisenhower elevated to full general, given supreme command of Allies in North Africa.

- 14: Rostov and Voroshilovgrad retaken by Red Army. Germans break through U. S. lines in central Tunisia.
- 15: German North African troops occupy Gafsa. Rabaul bombed.
- 16: Russians retake Kharkov.
- 20: Navy shells Attu. Germans take Kasserine Pass.
- 23: Nazi counteroffensive in North Africa broken after three bitter days.
- 25: Allies drive Rommel from Kasserine.

MARCH 1943

- 1: Japs reinforcing positions in northern Solomons. RAF raid on Berlin is heaviest to date with 900 tons of bombs falling in 30-minute attack.
- 3-4: Battle of Bismarck Sea costs Japs 12 transports, 3 cruisers, 7 destroyers, 59 planes and 15,000 troops. Every ship in Jap convoy of 22 vessels is sunk.
- 7: Nazis lose 50 tanks, retreat to high ground near Mareth Line in Africa.
- 10: RAF rains blockbusters on Munich. Fourteenth Air Force created under Brig. Gen. Claire L. Chennault to replace former China Air Task Force.
- 14: Nazis retake Kharkov.
- 15: Kiska Japs bombed six times in day.
- 16: Anti-U-boat conference has been held in Washington.
- 18: "Forts" blast Rabaul airdromes. Americans take Gafsa. British fall back in Burma.
- 19: El Guettar falls to Americans in Africa.
- 23: U. S. planes bomb 250 Jap planes at Rabaul.
- 26: Jap reinforcement convoy of four cruisers, four destroyers, two cargo ships driven from Aleutians by Navy. RAF raids Berlin, starts great fires.
- 28: British Eighth occupies Mareth Line.

APRIL 1943

- 1: One hundred "Forts" bomb Cagliari, Sardinia, in largest North African raid to date. Chinese drive Japs from Yunan Province into Burma. Navy planes get 18 of 30-40 Zeros northwest of Guadalcanal.
- 4: RAF drops 900 tons of bombs on Krupp works. U. S. "Forts" rain 200 tons of bombs on Naples. U. S. fighters get 48 Nazi planes near Paris.
- 6: Nazis thrown back at Wadi el Akarit. U. S. and British Eighth Armies establish contact.
- 8: Navy announces downing 39 of 98 Jap planes in raid off Guadalcanal.
- 10: One hundred Flying Fortresses blast Italian ships at Sardinia, sink cruiser *Trieste* and damage *Bolzano*. British capture Sfax.
- 13: Eighty-four Italian planes destroyed at two Sicilian fields. Navy resumes blasting of Kiska, Kolombangara.
- 18: Off North Africa U. S. planes shoot down 88 Axis planes, 58 of them transports. Over Bremen, U. S. raiders get 63 of 95 Nazi fighters.
- 20: Navy reveals that carrier *Hornet* was "Shangri-La" takeoff for Tokyo.

- 21: Navy lists 24 more raids on Kiska and Kolombangara. FDR reveals that Japs executed Tokyo raiders shot down in Japan.
- 23: U. S. has occupied Funafuti in Ellices.
- 24: Navy ships shell Attu.
- 25: Russians near hills of Novorossiisk.

MAY 1943

- 1-31: USAAF, RAF in full-scale raids on Stettin, Rostock, Duisburg, Wilhelmshaven, Essen, Emden, St. Nazaire, Dortmund, Thionville, Berlin, Natzweir, The Hague, Abbeville, other targets.
- 3: Americans capture Mateur.
- 4: Navy announces occupation of Russell islands in February. Thunderbolts in first action over Europe.
- 6: American, British armies launch all-out attacks on Tunis, Bizerte.
- 7: British First Army drives 14 miles to take Tunis. American Second Corps and Free French capture Bizerte. Navy Seabees and Army have occupied Amchitka and Adak in Aleutians.
- 9: Axis rout ends African campaign.
- 11: U. S. troops land on Attu. One U. S. sub has torpedoed 10 more Jap ships.
- 12: President Roosevelt and Prime Minister Churchill meet at White House. Four hundred Allied bombers rain destruction on Sicily.
- 17: RAF blasts open large dams in Germany's Ruhr and Weser valleys.
- 24: 300 U. S. planes batter Sardinia.
- 30: Tokyo admits loss of Attu.
- 31: Nine ships of French fleet join Allies at Alexandria, Egypt.

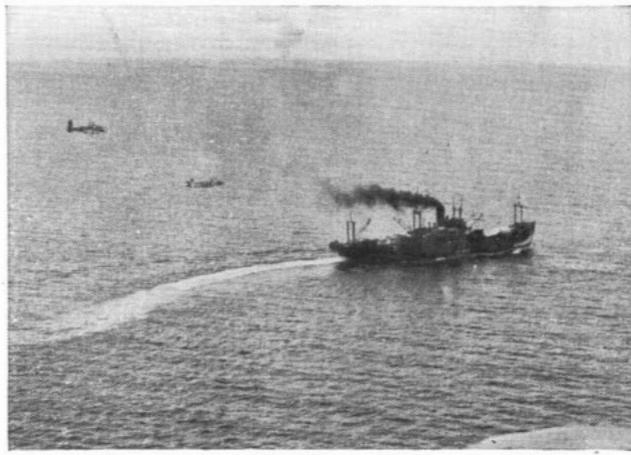
JUNE 1943

- 1-30: In a month of pulverizing raids on Europe the RAF sends planes over France, the Netherlands, Brittany, Dusseldorf, Munster, Rowen, Caen, the Ruhr, Oberhausen, Belgium, Cologne (for the 116th time), Le Creusot, Friedrichshaven, Krefeld, Mulheim, Wuppertal, Bochum, Gelpenkirchen, Hamburg (for the 97th time) and other targets. Operating in conjunction with the RAF, the U. S. Eighth Air Force during the same period blasts Wilhelmshaven, Cuxhaven, Kiel, Bremen, the Ruhr, St. Nazaire's U-boat base (for ninth time), Le Mans.
- 4: Navy reveals capture of Attu cost 342 dead, 1,135 wounded, 58 missing.
- 5: Chinese roll back Japs, retake Kungan, Itu, Kansiang.
- 7: Navy again batters Kiska, Solomons.
- 11: Pantelleria, small Italian island, surrenders after intensive 20-day bombing and naval shellings but before any Allied troops land.
- 12: Marine and Army planes knock down 25 of 50 Zeros over Russell Islands.
- 14: U. S. subs report 12 Jap ships sunk.
- 16: U. S. airmen shoot down 77 of 120 Jap planes over Guadalcanal. Ack-ack gets 17 more.
- 19: RAF reports complete devastation of 2 square miles of Dusseldorf industry.
- 21: Russia observes second anniversary of Russo-Nazi war, continues advances.



—Press Association Photograph.

January: Stalingrad made graveyard of Nazi offensive.



—Official U. S. Army Air Forces Photograph.

March: Japanese convoy annihilated in Bismarck sea.

Fronts in Our Second War Year

- 22: Without losing a plane, U. S. flyers get 14 of 25 Zeros over Lae.
- 25: One hundred "Forts" hit Messina, Sicily.
- 28: U. S. subs have sunk 8 more Jap ships.
- 29: U. S. and Australian troops land on Rendova Island in Solomons.

JULY 1943

- 1: Rendova taken. Japs lose 101 planes. Nassau Bay, New Guinea, invaded.
- 2: Viru harbor, New Georgia, occupied by MacArthur's forces. Kiska subjected to eight air raids in single day. Secretary Knox calls Solomons actions a "real offensive" which will increase.
- 3: Jap fleet of one cruiser, three destroyers driven from Rendova by Navy.
- 5: Battle of Kula Gulf begins. Nazis launch summer offensive in Russia.
- 7: First reports reveal Japs lost four cruisers, five destroyers in Kula Gulf. USS *Helena*, 9,700-ton cruiser, sank.
- 8: Our subs have sunk 10 more Jap ships.
- 9: Sicily invaded. Navy shells Kiska.
- 10: Allies drive into Sicily, bring in reinforcements. Syracuse is first important Sicilian city to fall to Allies. Russian lines hold.
- 11: Russians counterattack and advance.
- 12: Navy sinks another Jap cruiser, three more destroyers in Kula Gulf.
- 14: U. S. forces advance on Munda.
- 15: Red Army opens offensive.
- 16: Italy gets Allied ultimatum. Mubo, Jap base in New Guinea, falls to U. S. and Aussies. Flying Fortresses knock down 50 Nazi fighters over Germany.
- 17: Berlin admits fierce "defensive" fighting against Red Army. Forty-nine Jap planes downed in Solomons.
- 19: Military objectives in Rome are bombed by 500 Allied planes, mostly American. Navy planes from Aleutian bases bomb Paramushiru, in Jap Kurile islands, for first time.
- 23: Americans take Palermo, Sicily.
- 23-27: Fourteenth U. S. Air Force shoots down 57 Jap planes over China.
- 24: Stalin says Nazi summer offensive is completely shattered. RAF drops 2,300 tons of bombs on Hamburg. "Forts" raid Trondheim, Norway.
- 25: Mussolini removed as Italian premier.
- 27: Army Liberators raid Wake second straight day. RAF rains 2,576 tons of bombs on Hamburg.
- 29: RAF drops 2,300 tons on Hamburg.

AUGUST 1943

- 1: One hundred seventy-five U. S. Liberators, in biggest low-level raid in history, smash Ploesti, Rumania, oil fields.
- 3: RAF again drops "great weight" of bombs on Hamburg.
- 5: Russians retake Orel and Belgorod. British take Catania, Sicily.
- 6: Yanks conquer Munda.
- 8: Japanese cruiser, two destroyers sunk by Navy in hour battle in Vella Gulf.
- 10: RAF drops 1,680 tons of bombs on Nuremberg.

- 11: Red Army drives into Ukraine.
- 12: Axis forces fleeing Sicily. Kurile islands again hit by U. S. bombers.
- 13: U. S. planes bomb Rome second time.
- 14: FDR, Churchill announce one U-boat a day sunk in May, June and July.
- 15: U. S. and Canadian armies occupy Kiska. Japs have fled island.
- 16: Allies destroy 123 Jap planes at Wewak. Our subs have sent seven more Jap merchant ships to bottom.
- 17: Messina captured, Sicily campaign at an end. Vella Lavella in Central Solomons has been occupied by MacArthur's forces.
- 18: Navy shells Italian mainland for first time. Axis prisoners in Sicily total 135,000.
- 19: U. S. warships shell Palmi and Gioria Tauro, Italian coastal towns.
- 21: Sixty-seven Jap planes destroyed at Wewak.
- 23: Russians retake Kharkov, drive into Donets basin. Seven hundred RAF planes drop 1,800 tons of bombs on Berlin. Allied warships shell Finschhafen, New Guinea.
- 27: Japs abandon New Georgia island after 64-day U. S. campaign. RAF drops 1,500 tons on Nuremberg.
- 30: U. S. occupies Arundel island in Solomons. Red Army takes Tagenrog. 37 Jap planes destroyed at Wewak.

SEPTEMBER 1943

- 1: RAF starts "great fires" in Berlin. U. S. Navy attacks Marcus island.
- 3: Allies invade Italy.
- 5: Japs abandon Rekata bay in Central Solomons. RAF drops 1,500 tons of bombs on Mannheim, Ludwigshafen.
- 6: MacArthur isolates Lae, Salamaua. RAF hits Munich.
- 7: One of largest parachute landings in history dooms Lae Japs. Russians capture Stalino, free Donets basin.
- 8: Italy surrenders unconditionally.
- 9: Americans land at Salerno. British move up eastern Italy from Taranto.
- 11: Large part of Italian fleet surrenders in Allied ports.
- 12: Nazis "rescue" Mussolini, remove him to Germany.
- 13: Paramushiru, Kurile islands, again bombed. Germans hold at Salerno.
- 14: Nazis regain ground at Salerno. Salamaua has fallen.
- 15: Backs to sea, Yanks stop Nazis at Salerno. Allies destroy 69 Jap planes at Wewak.
- 16: Red Army takes Novorossiisk. Americans open own offensive at Salerno. Allies capture Lae, New Guinea.
- 19: Navy announces it now has 14,072 vessels, 18,269 planes.
- 22: Salerno cleared of Nazis. Russians near Kiev. RAF bombs Hanover.
- 23: Allies land near Finschhafen, begin siege.
- 24: Russians at Dnieper line.
- 25: Smolensk retaken by Red Army.

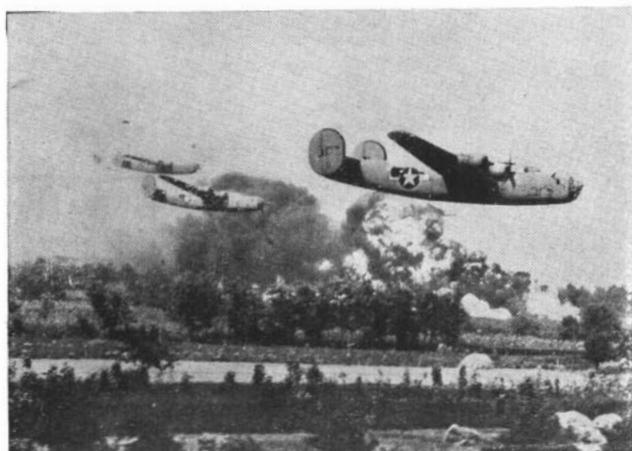
- 27: Allies destroy 58 planes at Wewak. British take Foggia, Italy, and 13 important airports nearby.
- 28: Allies blow up Wewak munitions dump.
- 29: Navy lands marines at Nanumea island, in Ellice group, south of Hawaii.
- 30: Hitler orders Dnieper river line held at all costs: "The Stalingrad psychosis must disappear."

OCTOBER 1943

- 1: Allies enter Naples.
- 1: Finschhafen falls to MacArthur.
- 4: British warships and U. S. carrier raid Norway. Free French and Corsicans clear Corsica of Nazis.
- 5: Navy task force blasts Wake. U. S. occupies Kolombangara.
- 7: Russians force Dnieper in three places.
- 9: Jap cruiser, two destroyers sunk by Navy in Pacific. Russians clear Caucasus. U. S. bombers, in deepest penetration of Germany, blast east Prussia. FDR-Churchill say sinkings by U-boats continued light in August, September.
- 11: Americans and Aussies mop up Kolombangara. British midjet submarines hit Tirpitz in Norwegian fjord.
- 12: Biggest Allied air fleet ever assembled in Pacific smashes Rabaul, destroys or damages 177 Jap planes, 123 ships. Portugal grants Allies bases in Azores.
- 13: Italy declares war on Germany.
- 14: Schweinfurt, Germany, razed in biggest air battle in history. Allies report 60 Flying Fortresses lost.
- 15-16: Allies bag 104 planes off New Guinea.
- 20: Hull, Eden and Molotov begin three-power conference in Moscow.

NOVEMBER 1943

- 1: U. S. marines invade Bougainville. Moscow conference ends with agreement among U. S., Britain, Russia and China and war-and-peace cooperation. Red Army seals off Germans in Crimea.
- 1-2: U. S. warships sink Jap cruiser and four destroyers attempting to block Bougainville invasion.
- 2: Fifteenth U. S. Army Air Force set up in Algiers.
- 3 and 17: U. S. warships shell Buka.
- 5: Allied strategists conclude five-day conference in Chungking.
- 6: Red Army retakes Kiev, in German hands since September 1941, and pushes on toward Old Poland.
- 9: U. S. and Britain announce 60 U-boats sunk in three months, 150 in six-month period.
- 13-15: U. S. Army bombers raid Jap bases in Marshalls and Gilbert islands.
- 18: Germans capture Leros island. Thousand RAF heavy bombers rain 350 two-ton bombs on Berlin.
- 20: U. S. marines and Army troops land in Gilbert islands. Germans, after falling back slowly under steady pressure from U. S. and British armies, dig in along new "winter defense lines" below Rome.



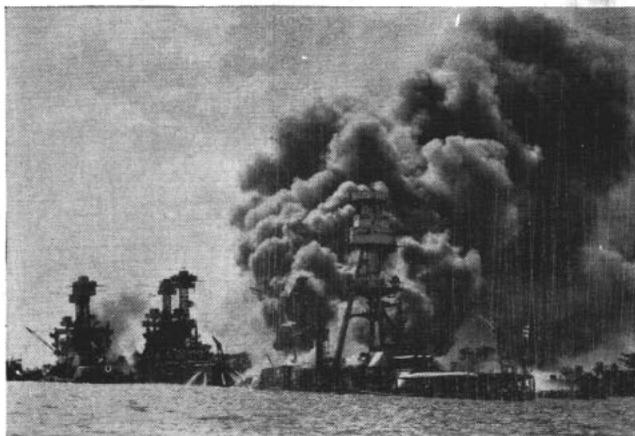
—Official U. S. Army Air Forces Photograph.

August: Liberators raid oil fields at Ploesti, Rumania.

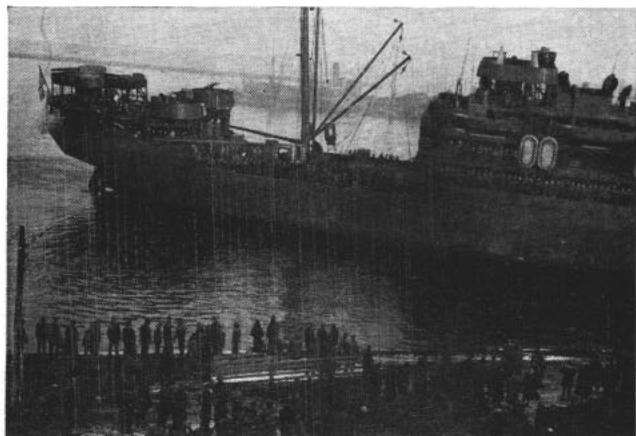


—British Official Photograph.

September: Italy surrenders to Gen. Eisenhower (right).



Dec. 1941 Japs sneak-attacked U. S. bases in Hawaii and the Philippines (above: U. S. battleships on fire at Pearl Harbor) but failed in attempt to knock America out of action before declaring war. Guam and Wake fell after heroic resistance.



Jan. 1942 As AEF reached Northern Ireland, Navy also convoyed reinforcements to Pacific. U.S. Asiatic Fleet battled Japs in Makassar Straits. Pacific Fleet units raided Marshall and Gilbert Islands.—Official U. S. Army Signal Corps Photograph.



Feb. 1942 A Pacific Fleet task force poured bombs and shells (above) on Jap-captured Wake island. Outnumbered U. S. and Allied cruisers and destroyers lost heavily while inflicting severe damage on enemy convoys and warships in the Java sea.



March 1942 U. S. carrier aircraft bombed Marcus island, 990 miles from Tokyo (photograph shows deck of USS *Enterprise* just before raid) and helped land-based planes blast shore installations and sink or damage 20 Jap ships at Salamaua, New Guinea.



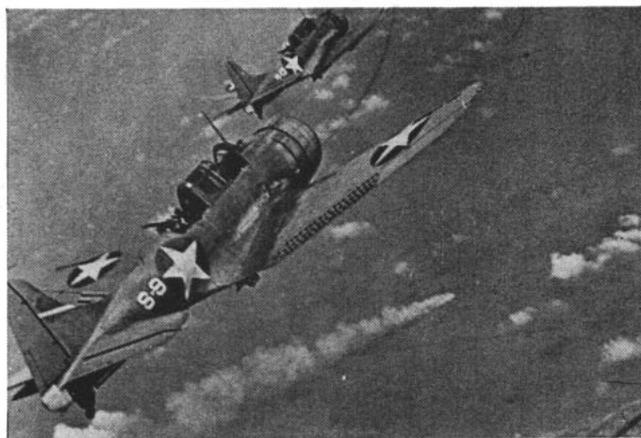
April 1942 From the USS *Hornet* Army B-25s took off to bomb Tokyo and other cities on the Japanese mainland. As the Navy took the offensive against U-boats in the Atlantic, U. S. submarines reported sinking more Jap ships in home waters.



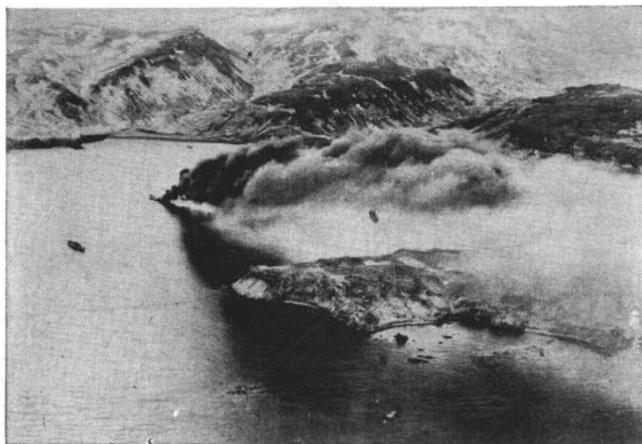
May 1942 In the Battle of the Coral Sea American warships, naval planes and Army bombers sank or damaged 17 Japanese ships including the aircraft carrier *Ryukaku* (shown burning).

—Official U. S. Navy Photographs except to right.

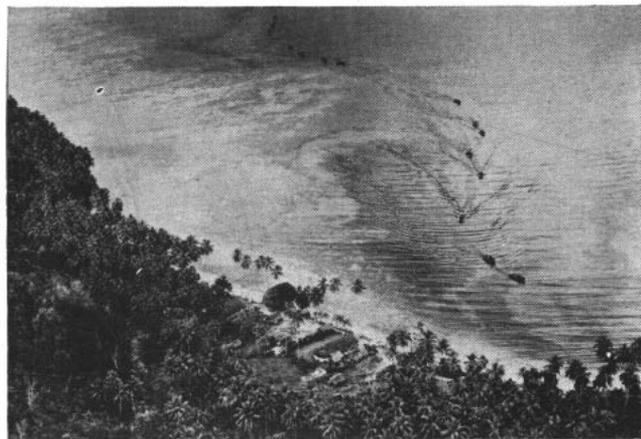
Naval Action in the First Year of War



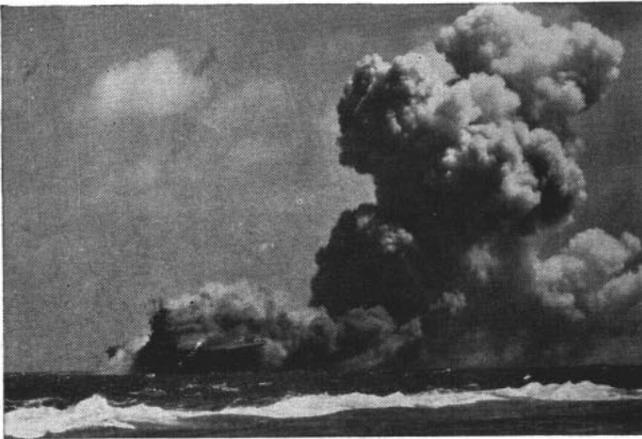
June 1942 Battle of Midway: Japanese losses—four carriers, at least six other warships, heavy damage to several more; U. S. losses—the carrier *Yorktown*, a destroyer. (Photograph shows Navy fighter planes over a burning enemy ship.)



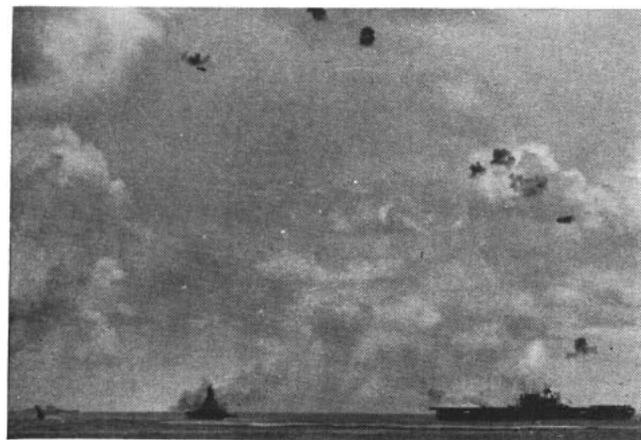
July 1942 Navy and Army planes repeatedly bombed Japanese installations and shipping at Kiska, one of three U. S. Aleutian islands occupied by the enemy in June. In Aleutian waters U. S. submarines torpedoed eight Jap destroyers.



Aug. 1942 Navy landed Marines in southern Solomons (above) and, in Battles of Savo Island and Eastern Solomons, lost three cruisers while damaging 12 Japanese ships. Far to the northeast marines of the Pacific Fleet raided Jap-held Makin island.



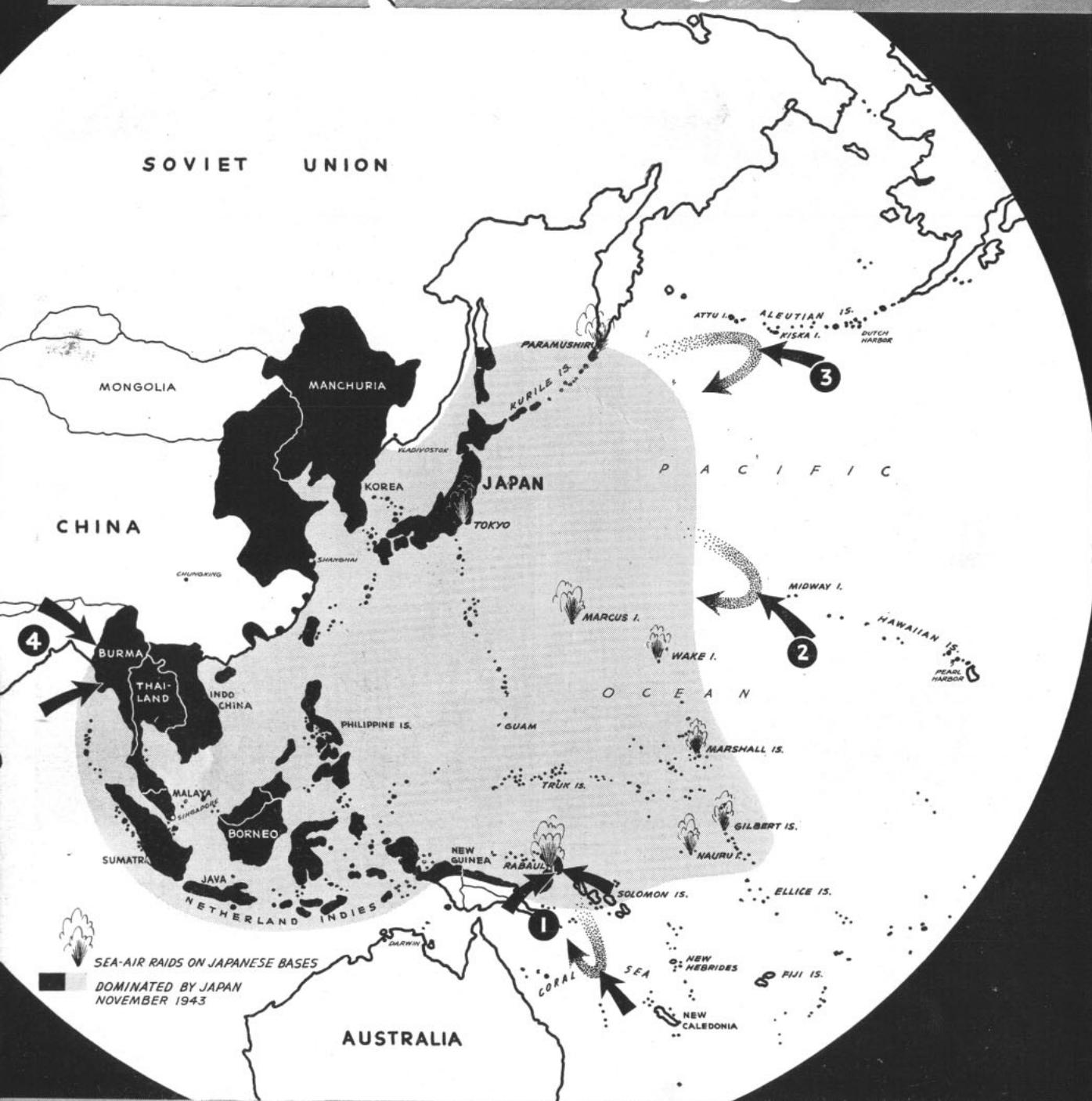
Sept. 1942 The aircraft carrier USS *Wasp* was torpedoed and sunk while escorting supply ships to Guadalcanal, in the Solomons, where heavy land and air fighting continued between U. S. marines and the reinforced Japanese garrison.



Oct. 1942 In the Battles of Cape Esperance and Santa Cruz Islands (above) in the Solomons the U. S. lost the carrier *Hornet* and two destroyers while sinking or seriously damaging a Jap battleship, three carriers, nine cruisers, five destroyers.



Nov. 1942 U. S. naval units played a major role in the Allied landings in French North Africa (photograph shows invasion convoy in Atlantic) and, in the Battle of Guadalcanal, sank or destroyed 28 Jap ships. —Official U. S. Navy Photographs.



PACIFIC THEATER: On opposite page, world map shows relation of main theaters of naval action and tremendous network of ocean supply lines kept open by Allied naval power. Arrows on Pacific map (above) show major campaigns and engagements by which Allies stopped Japanese outward thrusts and are now pushing them back toward Tokyo:

1. Battle of Coral Sea, in which Japanese drive to south was hurled

back in May 1942, followed up by still-continuing Allied offensives in Solomons and New Guinea.

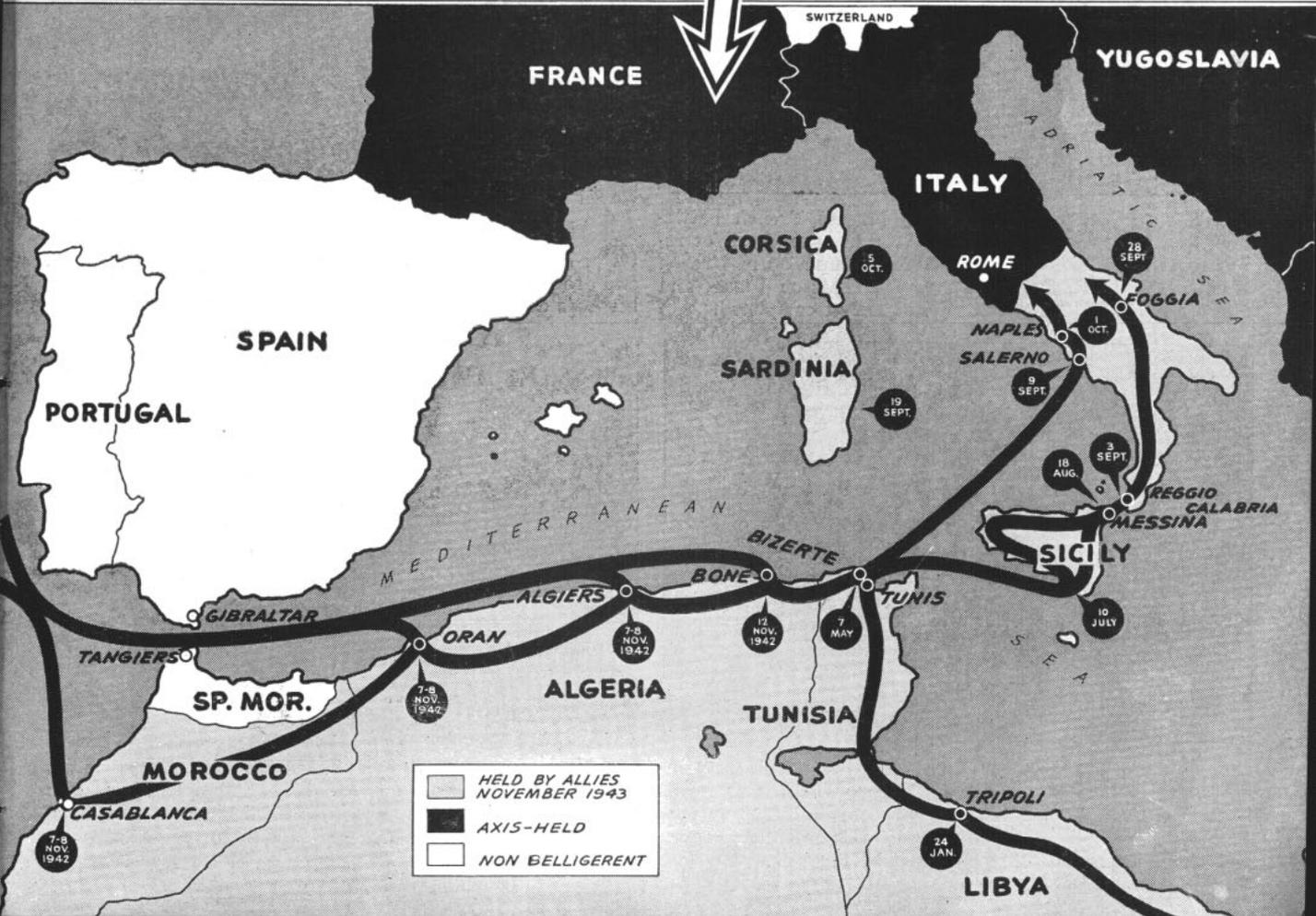
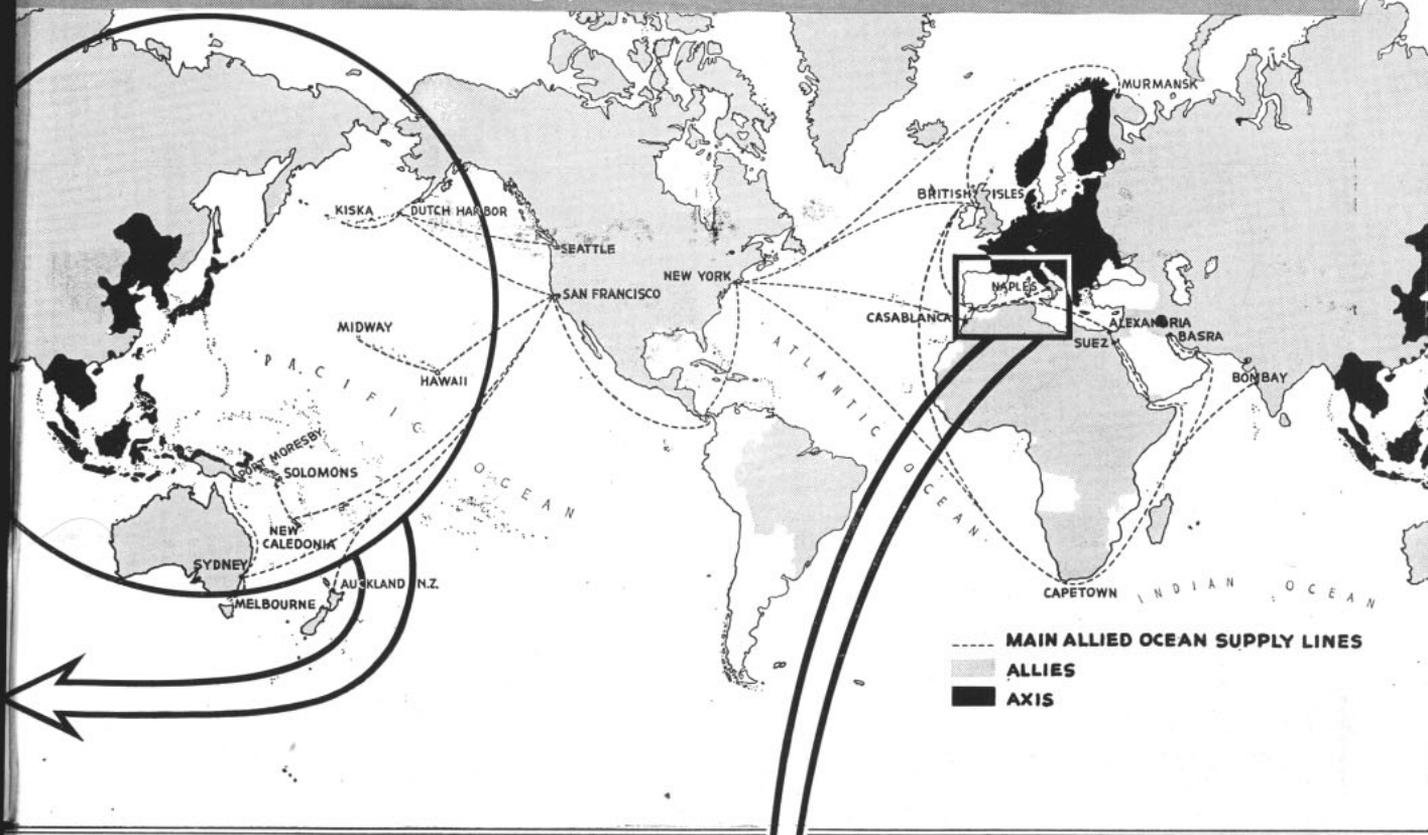
2. Battle of Midway, June 1942, which smashed Japanese attempt to expand in Central Pacific.

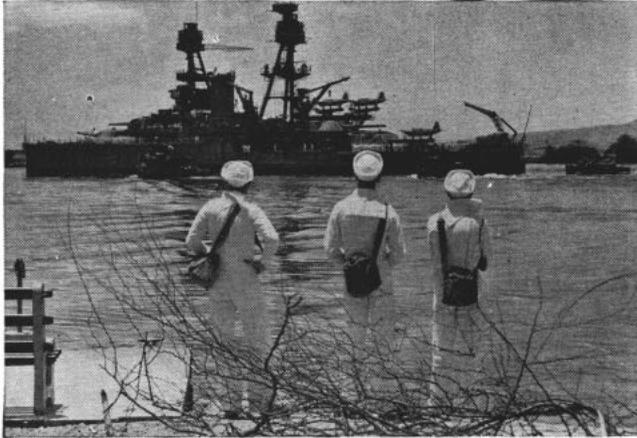
3. Japanese attempt to take and hold bases in Aleutians began in June 1942, was liquidated in August 1943 with Allied reoccupation of Kiska—now a dagger pointed at Japan.

4. Possible Allied offensive from India.

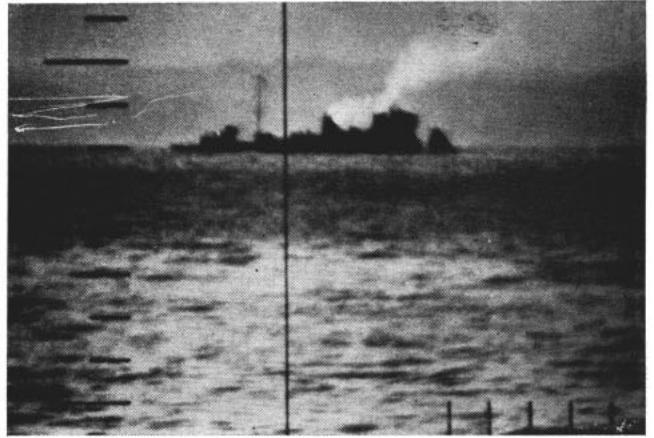
MEDITERRANEAN THEATER: Map at right is scene of the greatest amphibious operations in all history: the successive Allied invasions of North Africa, Sicily and the Italian mainland. Changing the whole picture of war in Europe, naval forces—U. S. and British—not only landed and supplied the invaders but supported beachheads by bombarding enemy from sea. Dates show when points were reached by the Allies or freed of Axis control.

Global Strategy Since Pearl Harbor





Dec. 1942 Year after Pearl Harbor attack most of 19 ships hit there were back in service or soon would be (photograph shows *Nevada* refloated). Navy again raided Wake, and in Solomons lost cruiser while sinking nine Jap ships.



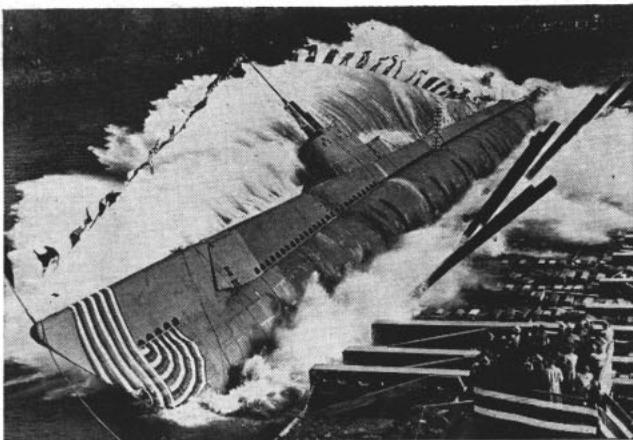
Jan. 1943 U. S. submarines attacked enemy shipping in coastal waters of Japan (photograph shows Jap destroyer torpedoed there). U. S. warships in Solomons shelled enemy shores, sank two to six Jap destroyers at cost of cruiser and destroyer.



Feb. 1943 *Richelieu*, largest French battleship, arrived in New York for refitting to fight Axis following Allied occupation of French North Africa. U. S. planes renewed raids on Kiska, and Navy announced conquest of Guadalcanal completed.



March 1943 While keeping global supply lines open (above: North Atlantic patrol), Navy again shelled enemy at Kiska and Solomons and drove Jap reinforcement convoy from Aleutians. Allied bombers destroyed 22 Jap ships in Battle of Bismarck Sea.



April 1943 As production of naval craft increased at rate where completions in first half of this year would surpass total 1942 output, Secretary Knox revealed the Navy was operating seven war fleets as against three at start of the war.



May 1943 U. S. amphibious forces under Navy command and protection invaded and wiped Japs from Attu island in Aleutians. (Photograph shows escort carrier with invasion convoy.)
—Official U. S. Navy Photographs.

Naval Action in the Second Year of War



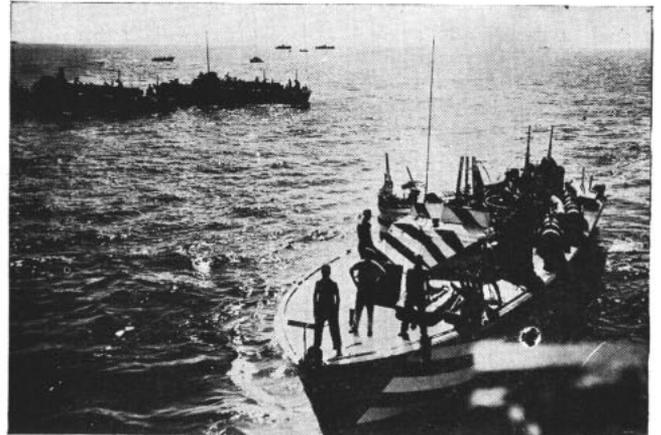
June 1943 Navy landed U. S. and Australian troops on Rendova in Solomons (above) following occupation of Russels in February, and in Mediterranean followed up Axis collapse in Tunisia in May by helping take Italian islands below Sicily.



July 1943 Navy helped land, support and supply invasion of Sicily (photograph shows U. S. cruiser bombarding Gela). USS *Helena* was sunk in Kula Gulf, Solomons, at cost of a dozen Jap warships. U. S. planes bombed Wake and Paramushiru.



Aug. 1943 U. S.-Canadian force completed reconquest of Aleutians by occupying Kiska (above: the invasion armada) just after Japs fled. U. S. warships shelled Italy, New Guinea. Three Jap warships were sunk during new U. S. landings in Solomons.



Sept. 1943 Navy landed Fifth Army in Italy and supported beachheads by bombardment. (Photograph shows PT boat and landing craft in Salerno bay). Allies pressed combined operations and air offensives in Solomons and New Guinea.



Oct. 1943 More U-boats than Allied ships were sunk as Nazis opened new sub offensive (above: U-boat blasted by Navy plane). U. S. carrier, British warships raided Norway. Naval force again hit Wake.

—Official U. S. Navy Photographs.



Nov. 1943 U. S. Marines invaded Bougainville (above) as a Navy task force drove off Japanese warships and U. S. carrier planes blazed Rabaul. Navy landed Marines and Army troops on Gilberts.

—Official U. S. Coast Guard Photograph.

1918...1943: Second World

On 15 December 1943 the current World War will be four years, three months and 15 days old. At that date it will have been in conflict for the exact length of time consumed by the first World War.

This war dwarfs its forerunner in scope, finds the involved nations drastically realigned, and at the end of four years is still far from ended. Yet history will record many comparisons between the two struggles and even now it is possible to find similarities in the overall pattern of both conflicts.

Again Germany and the Central Powers form the foe in Europe. Again America is aligned with Great Britain and, this time, a beaten but uncowed France. Again Russia—a new and stronger Russia—wars on the Eastern Front. But here all comparisons of allies and alignments end.

Japan, an ally in the last war, today is such a dangerous opponent on the other side of the world that the current conflict is in many ways two separate wars. Italy, another former ally, has only recently been beaten into unconditional surrender and her soil is still a battleground against us.

China, virtually unconcerned with the first war, is today an important and, fortunately, active ally. Turkey, formerly a foe, is currently non-belligerent and a potential ally.

Yet the course of both wars, compared at the conclusion of four years, bear striking similarities. Historians generally agree that the first war turned on four major battles. These were the First Marne, Palestine, the Battle of the Atlantic, and the integrated allied offensives at Soissons.

Today, many observers are convinced that the history of the current conflict ultimately will show four similar battles to have been the turning points. These were the battles of Britain, El Alamein, Midway and Stalingrad. On one other vital count can the two wars be compared. In both instances the enemy made all his gains at the outset and then applied himself to holding on.

As to America, our military history and record in this war corresponds to the earlier one. On both occasions we found ourselves at war before we were ready, mobilized or properly prepared. In each case we faced a foe unhampered by these shortcomings. The size of the job which faced us this time,

however, was staggering in comparison to earlier needs.

The Navy, for instance, fought World War I with a peak complement of 612,840 officers and men and 730 ships. By the end of this year the Navy's personnel will reach 2,815,200. Its floating strength today is 14,072 vessels and it is working on a program which will triple that figure. Our earlier war army was 4,057,101 officers and men. Today the U. S. Army is nearing a goal of 7,700,000.

The scope of this conflict is also indicated in casualty figures and material losses to date. Total Allied deaths in World War I numbered 5,152,115. Of these, 126,000 were American. The enemy lost 3,386,200. It is impossible to calculate total casualties yet for the current struggle but a recent report put the cost of the Russian-German struggle alone at more than 10,000,000 casualties. So far, 12,841 soldiers and 21,753 sailors have been killed or are missing for a total of 34,594 American deaths in the first two years of war.

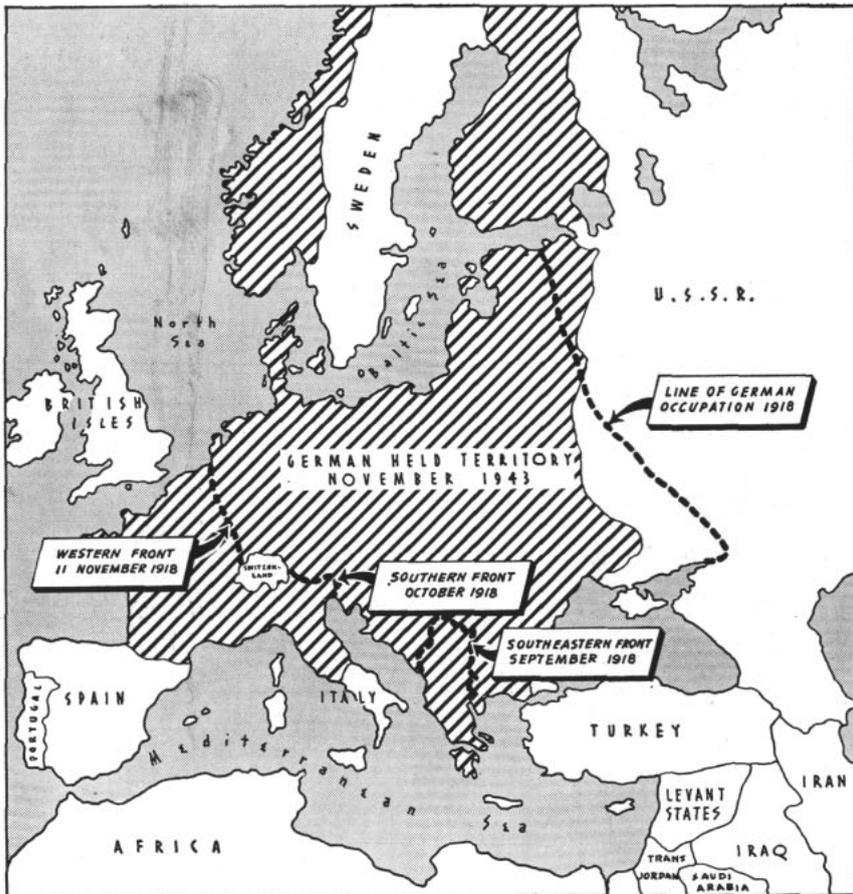
As in 1917, America entered this war at a time when the enemy was at the crest of conquest and victory. England was reeling from the air blitz and Dunquerque. France was beaten to her knees. Another juggernaut was gathering in the Pacific, sweeping all before it and threatening America's very homeland. The foes, on their respective records, seemed well nigh invincible.

Yet today observers believe that the first turning point in the course of the war already had been passed when the Pearl Harbor attack thrust America into the conflict. The turning point was the German failure in the Battle of Britain and can be roughly compared to the First Marne defense of the earlier war.

In 1914 a battered but stubborn French army stopped the Boche at the very gates of Paris. This stand, originally looked upon by the foe as another last ditch defense of Paris, was actually to mark the high point of the German advance. Similarly, the Battle of Britain was the first defense which successfully halted the Nazi sweep of conquest.

The next turning point, the battle of El Alamein, which started 23 October 1942, also had its counterpart in World War I. In the earlier war the legendary Gen. Allenby routed Germans and Turks in Palestine. This time Gen. Montgomery finally turned the tide of Rommel's desert power in North Africa. With the 8 November landing of the Americans at Casablanca, the recapture of North Africa and subsequent clearing of the Mediterranean were made possible.

The first World War records only



Then and Now

War Reaches Length of First



Rise and Decline of German Aggression

one pitched sea battle of major proportions, the costly and much argued Battle of Jutland, 31 May 1916. Whether or not this battle was in any way decisive has long been a favorite military argument. But there can be no doubt about the decisiveness of the Battle of Midway in the second World War.

By June 3, 1942, less than six months after Pearl Harbor, the Japanese had poured down the China coast and overrun the Philippines, Wake Island, Hong Kong, Malaya, Singapore, Burma, the Netherlands Indies, and the Solomons. To the north they had established garrisons in the Aleutians and threatened Alaska.

Thus the danger of an actual invasion of America was acute when the Jap task force was sighted steaming in the direction of Midway. Four days later this fleet was shattered and limping home (see "The Knockout at Midway. p. 32). From that point on Jap fortunes have dwindled in the Pacific. Two months after Midway the marines took Guadalcanal. A month after that the New Guinea campaign was launched, ultimately to drive the Japs to their current last Solomons stronghold at Rabaul.

Less than a year after these campaigns the last Japanese had been driven from the Aleutians, and our bases there were sending long range bombers to strike at the vital Kurile Island strongholds of the foe.

With American attention riveted to our own problems, another crucial struggle meanwhile was developing in Russia. Hitler had turned on Russia 22 June 1942, invading and stabbing deep into Russian territory with apparent ease. The first few months of the Russian campaign promised that this conflict would be a duplicate of other Nazi victory formulas.

The blitzkrieg previously had subjugated Poland, Norway, Denmark, the Netherlands, Belgium, Luxembourg

and France between September 1939 and June 1940. The British force had been driven into the sea at Dunkerque and the air blitz against London was, the Nazi had every right to hope, gradually tearing that nation apart.

The Axis had bitten off a large piece of North Africa and 1941 also had brought the conquest of Greece and Yugoslavia. The first months of the Russian campaign bid fair to outshine all these Axis gains. In November 1941 the Nazi armies were only 40 miles from Moscow.

Then, slowly, the tide turned. A Red Army counter attack recaptured Rostov. This action brought the first Nazi retreat in over two years of warfare. Winter played its part in the Red offensive as Nazi soldiers froze to the ground and Nazi oil froze in the panzer juggernaut. What had started as a rout was now transformed into one of the bitterest and bloodiest struggles in military history.

The key battle, and doubtless one of the crises of the entire war, turned on the epic defense of Stalingrad. From the original Nazi assault 26 August 1942 to the complete defeat on 4 February the Germans were reported to have lost 500,000 men. The city was and is a rubble, but it lives on as one of the most important victories in the history of the world.

The Red Army drives which followed Stalingrad already threaten Poland and Rumania. Today Hitler's main spur in whipping his people into unity and extra effort is the threat of the ever nearing Russian bear clawing its way toward the German borders.

Meanwhile, the Americans and the British were writing a victory outline on both land and sea. On 9 May 1943 all Axis resistance in North Africa ended. On 9 July Sicily was invaded and fell 35 days later. Italy proper was invaded 3 September and surren-

dered five days later. From Salerno the American and British armies started the long push up the Italian boot, a campaign which today has them less than 100 miles from Rome.

In comparison to World War I, the combined Russian and American-British offensives may, eventually, have the same importance and relation to ultimate victory as had the correlated American-French and British offensives along the Soissons front in July and August 1918.

A more ready comparison, however, has been the Battle of the Atlantic. Once against the aims and strategies of both sides have been identical. The Germans again have sought to disrupt supply lines from America to Britain. Still again the German submarine has been thrown desperately against Allied shipping.

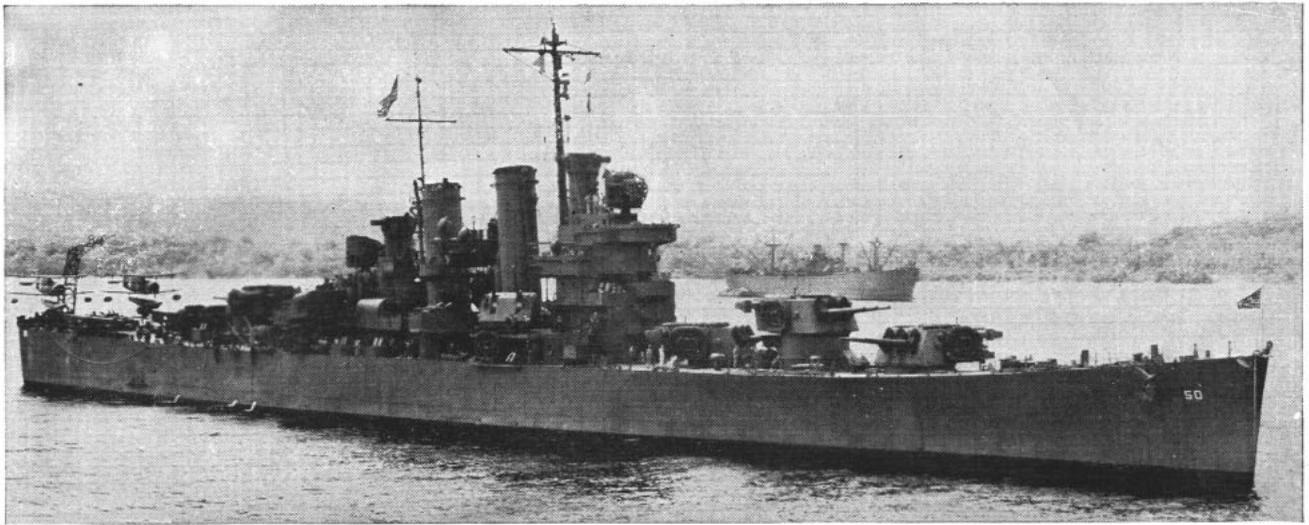
In this battle, as in others, the foe's victories were predominantly at the beginning. And again as in the last war, new defensive measures have pulled the fangs of the wolf packs. Merchant shipping losses, however, testify to the scope of the Nazi campaign in the Atlantic.

In the first World War, America lost 151 merchant ships and 409 lives. So far our merchant losses have been 617 ships and 4,772 lives in this sea war.

But the graph of these losses has steadily gone down (see p. 9) and the toll of submarines has been disconcerting for the foes. Last Summer the Allies were able to maintain shipping for a 90-day period without loss while sinking an average of one sub a day. Announced total of enemy subs sent to the bottom is now 150. The supply lines are still open and America is still able to function as "the arsenal of Democracy" as well as a fighting ally.

The past year, too, saw Germany on the receiving end of an air blitz. The incessant bombing of military targets

(Continued on Page 43)



—Official U. S. Navy Photograph.

The USS Helena at a South Pacific base between battles.

Light Cruiser With a Heavy Wallop

Helena Fought in 13 Engagements and Sank 9 Enemy Ships Before Japanese Torpedoes Put Her Down

When the naval history of World War II is written, one of the brightest chapters will recount the exploits of the USS *Helena*, one of the fightingest men-o'-war that ever scoured the seas to "seek out and destroy the enemy."

In her brief, hell-roaring life, she fought in 13 engagements in the Southwest Pacific, including two of the biggest naval battles.

Her heavy guns bombarded Lunga, Koli and Kokumbona Points on Guadalcanal island; and Vila, Munda, Kolombangara, Enogai Inlet and Bairoko harbor in the New Georgia group. She came through two of the most fiercely fought surface actions with minor material damage and the loss of one man. When she was not fighting, the *Helena* was escorting transports, supply ships and aircraft carriers.

Japanese propagandists unwittingly paid a high tribute to the *Helena's* gun crews following the bombardment of Kolombangara. The Tokyo radio announced that U. S. naval forces were employing "a new secret weapon—a 6-inch machine-gun." That shows how fast the cruiser pumped salvos!

Commissioned at the Navy Yard, New York, on 18 September 1939, the *Helena* was at Pearl Harbor when the Japanese struck. Her anti-aircraft batteries shot down six enemy planes during the raid. Damaged, she was soon repaired at the Navy Yard, Mare Island, and sent to the South Pacific. After making two runs to Guadalcanal, her next mission was to escort the USS *Hornet*. Later she joined the force with the USS *Wasp* and was present when the carrier was torpedoed 15 September 1942.

When the wet, oil-soaked survivors

of the *Wasp* were picked up and many of them transferred to the *Helena*, her crew broke out their seabags and distributed their clothing until many were left with but one pair of dungarees and a pair of shoes apiece.

At about this time a new skipper, Capt. Gilbert C. Hoover, USN, of Bristol, R. I., came aboard. He had been commanding the destroyer squadron escorting the *Helena*, and he came aboard by the only available means—via a coal bag rigged to a line running from his destroyer flagship to the cruiser. Already the holder of the Navy Cross, Captain Hoover was to win two Gold Stars in lieu of second and third Navy Crosses while serving in the *Helena*.

Back at Guadalcanal, the *Helena* sailed into her first major engagement—the Battle of Cape Esperance. It was one of the few night surface engagements ever fought between rival forces of virtually equal strength. It resulted when a strong force of Japanese

cruisers, destroyers and transports attempting to reinforce Guadalcanal was intercepted by a task force under the late Rear Admiral Norman Scott, USN.

The enemy was engaged at 14 minutes before midnight; exactly 98 seconds later the *Helena's* guns paused momentarily as the destroyer on which she had them trained caught fire. Explosions rocked the Jap and she sank.

The *Helena's* gun crews then turned their attention to a cruiser. Four-and-one-half minutes later the cruiser, flaming from bow to stern, disintegrated.

A Jap cruiser and a U. S. cruiser were swapping punches nearby. The *Helena* turned her batteries on the enemy and the combined firepower of the two ships soon sank the enemy ship. A Jap destroyer sneaked in and fired a torpedo at the *Helena*, but her lookout spotted it and the cruiser swung sharply. The tin fish passed harmlessly 75 yards ahead.

As the Jap destroyer attempted to flee the scene, the *Helena* joined another U. S. ship which had it under fire. Their concentrated fire blasted the destroyer to bits.

In the battle the *Helena's* gun crews had fired at four ships and had either destroyed or helped to destroy four ships. She was not hit, nor did she suffer any casualties.

During the following month the *Helena* (1) avoided a submarine attack while escorting a convoy; (2) bombarded Koli Point; and (3) beat off an attack of Jap dive-bombers. Four out of nine bombers downed were credited to the *Helena*.

On the night of 12-13 November 1942, a large Japanese force made a

Third USS Helena Under Construction

A new light cruiser now under construction will be named the *Helena* to perpetuate the name of the famous cruiser lost in the Battle of Kula Gulf, Secretary of the Navy Frank Knox announced last month. This will be the third *Helena*, the first one having been a 1,392-ton gunboat built in 1893. The new *Helena* is being built by the New York Shipbuilding Corp. at Camden, N. J.

desperate, all-out effort to regain control of the Solomons. The *Helena* was the first to sight the enemy force as it neared Savo island. She steamed between the enemy's two columns before the Japanese detected her presence. Finally an enemy cruiser stabbed the darkness with her searchlight, found the *Helena* and opened fire.

The *Helena's* main battery, meanwhile, had been trained on the same cruiser and had gotten the range. A full salvo from her guns struck home. The Jap cruiser, a heavy one with 8-inch guns, burst into flames. Rapid, continuous fire was maintained on the cruiser. Practically all the shots appeared to score hits. Flames raged forward and amidships. The cruiser began to sink.

The *Helena's* main battery subsided, but the secondary battery, which had selected a destroyer, pounded its target and hammered her into the sea.

Fifteen minutes later the *Helena* observed six enemy ships on her starboard, retreating northward from the battle. One of these, it was learned later, was a cruiser which had engaged the USS *San Francisco* on which Rear Admiral Daniel J. Callaghan, USN, task force commander, had been killed. Fire from the *Helena's* main battery sank this cruiser. The *Helena's* secondary battery sank a destroyer from the six-ship formation. That gave the *Helena* four ships to her credit within a few minutes.

Remnants of the battered Japanese force fled northward, some actually firing at each other in the confusion.

Then followed an interlude of comparative calm when the *Helena* softened up airfields in the New Georgia islands, helping to pave the way for subsequent Allied landings; shelled shore positions at Munda, Vila, Kolombangara and Bairoko harbor; beat off daylight attacks of Japanese aircraft.

The *Helena's* final battle began at 0155 on 7 July, when a U. S. force caught the Japs landing troops to reinforce Munda. This was the battle of Kula Gulf which cost the Japs from 9 to 11 cruisers and destroyers, and the U. S. one vessel—the *Helena*.

Opening up her main battery on one of the larger enemy ships, the *Helena* sank her. The secondary battery fired on a destroyer, sank her, shifted immediately to another destroyer and sank her. Just as both batteries had shifted to new targets and had inflicted damage on two more ships, Japanese destroyers closed in and launched a torpedo attack. Torpedoes crashed into the *Helena's* hull. She went down 20 minutes later.

Capt. Charles P. Cecil, USN, who was then commanding officer, won a gold star in lieu of a second Navy Cross for his calm, efficient direction of the abandonment of his ship. He directed subsequent rescue work from a small life raft, and spent five hours

in the oil-covered water and ten more on the raft before reaching a beach. Shipmates say he refused to be rescued by a destroyer, preferring to stay in the water and see that men not rescued immediately would reach shore.

On the following morning, when rescue ships had departed with most of the survivors, 166 of the *Helena's* crew found themselves swimming alone or in small groups on a lonely, hostile sea. A B-24 flew over and dropped three rubber boats, two of which were salvaged. Two wounded men were placed in them and about 50 other survivors slowly gathered about their rims. Planes, enemy as well as friendly ones, frequently passed over the men, but they were not strafed.

Next day it was decided to attempt to reach Vella Lavella, which, although farther away than Kolombangara, was in the direction of the wind and current. With the help of an improvised sail and constant paddling, headway was made at about one and a half knots. The men were beginning to tire, and occasionally a man would lose his grip on the boat and not be seen again. Happily, a case of potatoes floated by, and the men found that chewing on them helped to lessen their thirst. The water was warm and there were no sharks.

On the following day the survivors landed on Vella Lavella, where friendly natives guided them to a picturesque Melanesian village. The men were filthy with oil, and some were nearly naked. Makeshift clothes were found, and those injured grew strong on the simple first-aid and nursing which their shipmates and the natives provided.

Since Japanese patrols and scouting parties were on the island, a guard of five marines and a few sailors was established. The natives produced seven old rifles, including one of Japanese make, and a shotgun. The natives assisted in protecting the camp by reporting Jap activities. It was reported on one occasion that "four

Japanese approached too closely and were disposed of by the natives."

Within a few days communication was established with naval forces at Tulagi, and a bold and difficult scheme was initiated to snatch the survivors from the Jap-held island. Capt. Francis X. McInerney, USN, commander of a destroyer squadron, was placed in charge of the rescue expedition. He ordered destroyer-transport (converted over-age destroyers) to handle the actual rescue work. They were to be covered by an inner escort screen of modern destroyers while taking off the survivors and by an outer screen of destroyers, operating independently.

Departing from Guadalcanal at noon on 15 July, the force approached Vella Lavella after midnight on a bright moonlight night. The ships inched their way cautiously toward land, taking frequent soundings. Although everything indicated that navigation had been correct, no signal came from shore. Precisely at 0200, however, the signal was seen and the transports moved shoreward.

Covered by marines, who watched for enemy patrols, the ragged survivors climbed in shore boats and were taken to the transports. A few had to be lifted over the side; some appeared as strong and hearty as they were before their arduous experience, but all were suffering from coral cuts suffered on the beach, for none had shoes.

Japanese reconnaissance planes had sighted the covering force and shadowed it throughout the night, but the enemy's preoccupation with this force led him to ignore completely the main group. The return voyage to Tulagi-Guadalcanal was uneventful except for the rescue of some enemy survivors of the second Battle of Kula Gulf, and the sighting of others who preferred suicide to being rescued.

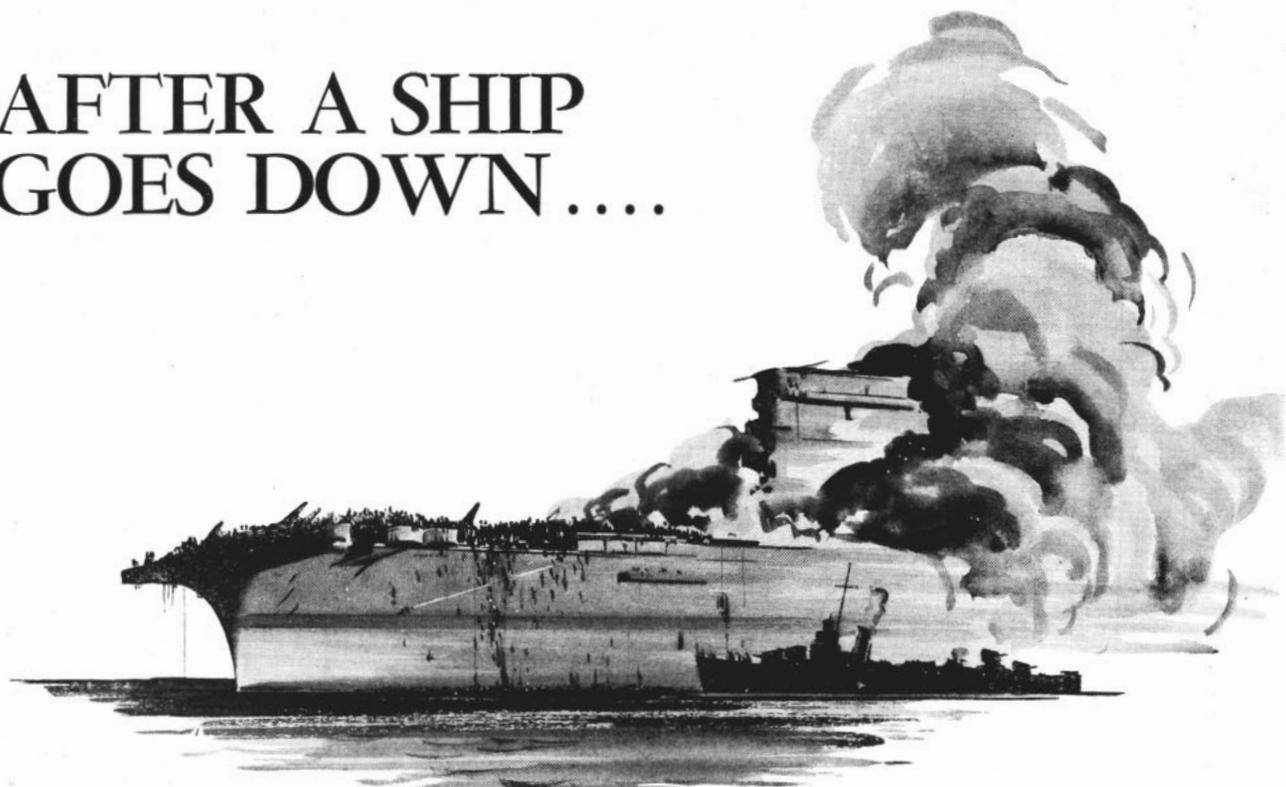
Snatched from the sea and from the very center of a Jap stronghold, the gallant *Helena* crew—nearly 1,000 strong—is ready today to fight again.



—Official U. S. Navy Photograph.

Helena survivors report on sister ship after Battle of Kula Gulf.

AFTER A SHIP GOES DOWN....



What About Survivors, Losses, Records, Pay? What Are Duties of Officers? Here Are Procedures, Suggestions

NAVY DEPARTMENT ANNOUNCES USS NONESUCH SUNK AS RESULT OF AN UNDERWATER EXPLOSION IN SOUTH PACIFIC AREA ON THE MORNING OF

Your ship goes down. After floating about for some while, you and others from the ship are picked up. You're "survivors" now. What happens from there on?

For instance:

What are the duties of commanding officers and others?

What about clothing and effects lost by officers and enlisted men?

What happens to your pay account?

Whose jurisdiction are you under?

Where do you head for, and what happens when you get there?

What can you do to aid yourself in getting reestablished?

Whenever a ship goes down, dozens of questions like these come up.

The story of what actually happens from there on can be divided, roughly, into about four main sections. Under these fall most of the questions to which you, as a survivor, may want to know the answers. They are: (1) the command and organization of survivors, or who's supposed to do what? (2) your temporary rescue situation, (3) your arrival at a port, and (4)

those important R's: reconstruction (of your pay account, service and health records), replacement or reimbursement (for the loss of your personal effects) and reassignment.

Separate sections will cover such other phases as the variations that apply to Armed Guard personnel, crews aboard destroyers and smaller ships, and those landed on foreign shores; also, special procedures affecting notification of casualties, and a listing of helpful tips for survivors.

Command and Organization of Survivors

What happens to the organization of your ship if she goes down? While you are aboard, you and the others comprise the ship's company. If she goes down, you become "survivors". How does that change your status with regard to the ship and its command?

Actually, not at all. Even when your ship goes down, the organization of it still survives.

As Navy Regulations put it, "When the crew of any vessel of the United States are separated from their vessel by means of her wreck, loss or destruction, all the command and authority given to the officers of such vessel shall remain in full force until such ship's company shall be regularly

discharged from or ordered again into service, or until a court-martial or court of inquiry shall be held to inquire into the loss of said vessel" (Art 21).

So the officers and men remain members of their own ship's company, even when taken aboard another ship. At that time, of course, they come under the disciplinary jurisdiction of the new ship, but their organization remains intact until the ship's company is dissolved by SecNav, or is re-assigned.

And how about the commanding officer of the ship—what are his duties? Briefly, they are:

1. In case of the loss of the ship, to remain by her with officers and crew as long as necessary and to save as much life and government property as possible.

2. If it becomes necessary to abandon the ship, to be the last person to leave her.

3. To make a report of the circumstances to the Secretary of the Navy as soon as possible, and if wrecked within waters adjacent to the United States, to repair to the nearest naval station with the crew.

4. If in a foreign country, to lose no time, after making all efforts to save property, in returning with his officers and crew to the fleet or squadron to which they belonged (or, if

acting singly, to the United States) and to take steps to preserve the government property saved, until disposed of in such manner as the Department may direct.

The executive officer looks after the muster roll. If pay accounts were lost, the disbursing officer is authorized, upon written order from the commanding officer, to reconstruct the pay accounts of the survivors, from the first day of the month in which the casualty occurred, giving to each person the pay of the rating he held at the time the accounts were lost.

It is the duty of officers of the Supply Corps to secure and preserve the pay accounts of officers and men and papers relating thereto (particularly the latest money list), the public money, and such other public papers and property, in the order of their value, as circumstances permit.

Your Temporary Rescue Situation

Ships in today's war zones travel in fleets, squadrons or task forces, and usually the survivors of a casualty are picked up by destroyers or other vessels in their unit.

If your ship has a sizeable complement, there is little chance for enough spare space on any single ship to take care of all survivors, so they may find themselves fairly well split up among several ships. Command is maintained through the senior surviving officer of each unit, who in turn is responsible to the senior surviving officer of the original ship's company.

However, you have now come under the disciplinary jurisdiction of your rescue ship. You are, to all intents and purposes, a working passenger; your situation is much the same as if you had been assigned to that ship on temporary duty.

Food, clothing, medical care and pay are among your first concerns. Food and medical care are provided aboard the rescue ship; pay accounts and clothing are fixed up later, for only temporary expedients are possible now.

Since few people go over the side with a full sea bag clutched firmly in their hands, you probably arrived aboard your rescue ship clad only in a skivvy shirt and dungarees, or officers' clothes, as the case might be—plus, in some cases, a light coat of fuel oil. The problem of clothing may now be handled in any of several ways.

First, there is always the likelihood of some aid from your new shipmates, who probably can dig up a spare item here and there. Naturally, any great influx of survivors puts a severe drain on these random supplies and in such a case they should not be counted upon too heavily.

The ship probably will have some foul-weather clothing available for temporary issue. Also, it is normal procedure on the part of a rescuing ship to break open the ship's lucky bag and make its contents available to survivors.

A fourth source is that the commanding officer of a rescuing ship may direct the issue of minimum essentials from clothing and small stores to meet the emergency requirements of survivors.

One word of caution—don't expect too much. When the *Wasp* went down, for instance, there were some 2,000-odd survivors to be taken off by accompanying ships. One destroyer, which normally carried a complement of about 200, found itself with some 700 additional men aboard. The prospects of getting outfitted a la Saks Fifth Avenue under such circumstances are accordingly diminished.

Similarly, there may be no provisions for opening pay accounts while on the rescue ship. However, your shopping opportunities are pretty limited for a while, and pay accounts can be straightened out quickly once you hit port.

Your Arrival at a Port

Upon arriving at a port, whether it be abroad or within the continental United States, you will come under certain procedures set up for the handling and reestablishment of survivors. If, for instance, you found yourself back in the United States, the procedure would go something like this:

In accordance with regulations, the ship's company is to remain intact under its own officers until dissolved by proper authority. After arrival at a receiving ship or station in the continental United States, this provision is regarded as no longer applicable, as procedure established by BuPers then goes into effect.

Officers of your ship report to the commandant of the naval district, who advises BuPers immediately of their names and ranks and retains them on temporary duty pending receipt of orders from the Bureau. In exceptional cases leave is granted if the leave address is in the immediate vicinity. The Bureau, for its part, endeavors to

QUIZ

for SURVIVORS

1. Can you be reimbursed for money lost in a ship casualty? (see page 30, column 1)
2. When a ship goes down, does that mean the ship's company has been dissolved, or does it still exist? (see p. 26, col. 2-3)
3. If you land on a rescue ship, do you become a member of that ship's company? (see p. 26, col. 3)
4. What words should a commanding officer NOT use in reporting casualties? (see p. 44, col. 1)
5. Name four ways that you might obtain clothing on a rescue ship? (see p. 27, col. 1-2)
6. How many of the following articles can an enlisted man be reimbursed for if they are lost when his ship goes down: watch, eyeglasses, toilet articles, Bluejackets' Manual, razor? (see p. 29, col. 2)
7. If pay accounts go down with the ship, how much of what is due you will be paid immediately when they are reconstructed? (see p. 29, col. 1)
8. Suppose the ship's records sank with her—who would have her muster roll? (see p. 30, col. 2)
9. What simple device would speed up the reconstruction of your pay account following a ship casualty? (see p. 45, Tip No. 1)
10. Who can OK a claim for loss of clothing and small stores? (see p. 29, col. 1)
11. There are five different (and official) ways you may dispose of spare pay and allowances aboard ship. How many of them can you name? (see p. 29, col. 3)
12. The survivor said, "We piled into the whaleboat and set out for the nearest land, which we reached some days later." Why isn't that a typical survivor story? (see p. 27, col. 1)
13. Can you file a duplicate claim for the same loss of clothing, in case the original approved claim was never delivered to you? (see chart, p. 28, col. 1)
14. Do survivors get leave or liberty? (see p. 27, col. 3; p. 28, col. 1-2)
15. What five things should be done before men are reassigned to new duty? (see p. 28, col. 3)
16. What types of ship do not have their pay records aboard, but keep them, instead, either ashore or aboard another ship? (see p. 45, col. 1)
17. A survivor of an Armed Guard crew walks into one of the following offices and presents his partial pay card. Which of them will honor it and advance him some pay? (a) American consul, (b) Army finance officer, (c) Marine Corps paymaster? (see p. 44, col. 3)
18. Whose duty is it to report that you're a survivor? (see p. 30, col. 3)
19. Who approves claims for cash reimbursement? (see p. 29, col. 2-3)
20. If your savings deposit record book is lost when a ship goes down, what can be done about it? (see p. 30, col. 1)

transmit orders as rapidly as practicable.

Men are listed by ratings and this list is transmitted immediately to the officer charged with distribution of personnel for the fleet or activity to which your ship belonged, stating that they are survivors and available for reassignment. Reconstruction of records, preparation of claims and outfitting with clothing is then begun, if it

has not already been accomplished.

Liberty is granted, but no leave prior to receipt of orders for new duty. However, when it can be done, survivors are granted as much leave, or delay in reporting to new duty, as circumstances permit (not to exceed 30 days, including travel time). This, however, is a matter for the Commander Service Force, Subordinate Command, to decide. This officer gives

such consideration as may be practicable to the men's individual desires for duty and to the desirability of their being reassigned to the same type of duty for which they were trained. Men needing hospitalization or rehabilitation get special attention.

Prior to their being granted leave or liberty, both the officers and the men are thoroughly instructed in regard to security of information. They are told what information has already been made public concerning the ship's loss, and warned against divulging any other information. If circumstances prevent such instruction, all hands should of course lean over backwards in exercising caution so that security will not be jeopardized.

The men are not detached to proceed to new stations until the following have been accomplished:

- (a) Pay accounts reconstructed and opened.
- (b) Skeleton health record prepared.
- (c) Sheets 9 and 10 of their service record prepared (showing transfer, change of rating, new duty, etc.) and a duplicate forwarded to the Bureau of Naval Personnel. (Service records, though, need not be reconstructed until the men arrive at their new station.)
- (d) Claims for lost clothing and effects submitted.
- (e) Men outfitted with clothing.

Similar procedures probably would have been initiated had you landed at a receiving ship or station abroad instead of in the continental United States, with the possible exceptions that (a) you might receive only a "skeleton" clothing outfit, sufficient to maintain you temporarily, in case you were to be returned to the U. S., and (b) your reassignment might be accomplished by your Commander Service Force locally instead of following return to the U. S.

The Three R's

Reconstruction, replacement, reimbursement—those are three of the R's that may affect you as a survivor. What do you have to do about losses and records and pay accounts?

Reconstruction of records and pay accounts probably is necessary if the ship sank quickly and it was not possible to get the records off. Medical officers take care of the health data, and personnel officers look after the service data—but you're in port now and your pockets are empty, so how about your pay account?

The procedure followed to permit prompt resumption of regular payments to survivors is as follows:

(a) Your commanding officer may authorize any disbursing officer to reconstruct your pay account if it has been lost in a sinking.

REIMBURSING SURVIVORS FOR LOSS OF PERSONAL PROPERTY

OFFICERS

WHAT LOSSES ARE COVERED?

Items of uniform, equipment and other personal property, subject to restrictions prescribed in BuPers Manual, art. C-8006.

WHAT DO YOU HAVE TO DO?

1. File claim on S&A Form 324, in triplicate, listing articles lost or damaged, purchase price, time in use, value when lost or destroyed (or estimated damage).
2. Have signature notarized by officer (Lt. jg or above) or civilian notary public.
3. Present claim in triplicate to the adjudicating authority (see following section).
4. When you receive approved claim, present original to disbursing officer for payment, and retain a copy for your personal file.

WHO CAN OK CLAIMS?

1. Commandant of any naval district, or
2. The Commander, Southwest Pacific; South Pacific; Atlantic; Naval Forces in Europe; Naval Forces in Northwest African Waters; Service Squadron South Pacific; or
3. The Commandant, Naval Operating Base, Casablanca or Oran, or
4. Respective chiefs of staff of the commandants and commanders specified above.

WHAT DOES HE DO?

1. Completes last column of S&A Form 324 (valuation of items on the basis of uniform allowance list furnished him by BuPers).
2. Completes certificate No. 3 on this form.
3. After approval of claim, forwards one copy to BuPers, Finance Office, and delivers original and second copy to claimant.
4. Forwards monthly report on claims and claimants to BuPers.

WHO REIMBURSES? HOW?

Disbursing officer: makes payment on Public Voucher upon presentation of original approved claim.

NOTES AND EXCEPTIONS

- (Both Officers and Enlisted Men)
1. Claims of chief petty officers, stewards, cooks and other enlisted men covering articles not customarily issued in kind are submitted in triplicate on S&A Form 324 and handled in same manner as claims for reimbursement in cash filed by officers.
 2. Claims of Chaplain Corps personnel for reimbursement for ecclesiastical equipment are adjudicated at BuPers.
 3. Instructions printed here are applicable to Coast Guard personnel with necessary modification as to use of forms.
 4. Instructions printed here are not applicable to Marine Corps personnel.
 5. To avoid duplicate claims, affidavit is signed certifying no previous application has been made. To file duplicate claim requires written permission from BuPers.

ENLISTED MEN

WHAT LOSSES ARE COVERED?

1. Items of clothing and small stores (not to exceed regulation full bag).
2. Watches.
3. Eyeglasses.
4. Bluejackets' Manual.
5. Toilet articles (maximum total: \$10, including razor not to exceed \$5).
6. Money (if deposited for safekeeping and if receipt of receiving disbursing officer is produced).

WHAT DO YOU HAVE TO DO?

For clothing and small stores:

1. Prepare claim on S&A Form 28, in quadruplicate, stating items lost and executing affidavit on reverse of form.
2. Present claim to proper officer (see following section) for adjudication and approval.
3. Present original approved claim to any supply officer authorized to issue clothing and small stores.

For items 2-6 in section above:

Claims handled in same manner as officers' claims for cash reimbursement (see column at left).

WHO CAN OK CLAIMS?

For clothing and small stores:

Any officer of or above the rank of Commander who is:

1. A commanding officer, or
2. In a higher echelon of command, or
3. The senior officer present.

(For items 2-6 in top section above:

See column at left. Claims handled in same manner as officers' claims for cash reimbursement.)

WHAT DOES HE DO?

1. Places certificate of approval on claim, specifying amount for which claim is approved.
2. Delivers original and 2 copies of approved claim to man for safekeeping.
3. Forwards one copy immediately to BuPers for records.
4. Forwards monthly report on claims and claimants to BuPers.

WHO REIMBURSES? HOW?

Supply officer:

1. Issues clothing and small stores within limit of amount approved (but not necessarily conforming with items lost).
2. Endorses on original claim the date, ship or station, and total value of issue made, and returns it to man, except when issues equal or exceed full value of certificate. Such issues are expended on invoice S&A Form 71, supported by certified copy of approving certificate (except that original will be filed to substantiate final issue) and by individual clothing receipt. Such invoices will be covered by monthly transfer statement (S&A Form 222) charging PS&T and crediting Clothing and Small Stores Fund.

(See also NOTES & EXCEPTIONS in column at left.)

CHECK LIST OF LOSSES

for which an enlisted man can be reimbursed if result of a casualty

(b) You are furnished a form to be used in preparing a sworn statement giving such details as current items of pay, allowances, extra pay details, allotments, sundry checkages, and so on, which appeared in your pay account at the time of the sinking. This statement is to include the amounts drawn during the month in which the sinking occurred and the amount left undrawn as shown on the latest money list. After the pay account has been reconstructed as prescribed in paragraph (c) immediately below, you may be paid any amount due you as shown on the reconstructed pay account just as payments would be made on the basis of a regular pay account.

(c) The disbursing officer opens a pay account for you from and including the first day of the month in which the casualty occurred and makes proper credits and charges in the account on the basis of the facts presented in your sworn statement, including credit of any unpaid balance due you up to and including the last day of the month prior to that in which the sinking occurred.

(d) One signed copy of the sworn statement is then forwarded by the disbursing officer to the Bureau of Supplies and Accounts, Field Branch (Master Accounts Division) in Cleveland, Ohio, for review and for verification of the allotment and family allowance charges. This division then notifies the disbursing officer of any pay adjustments which should be made in your account on the basis of information available there, and forwards a photostat of S&A Form 6 (allotment authorization) for each allotment registered.

Worth noting is the fact that amounts due you and unpaid on the last pay day will be credited to you *immediately* in your pay account following a ship's loss, even though disbursing records were lost.

Replacement and reimbursement for any loss of personal property you may have suffered in a ship casualty is handled as follows:

If you are an enlisted man—

(1) You are furnished a requisition receipt for items of clothing and small stores (S&A Form 28) by the supply officer of any activity having clothing for issue. You must make a sworn statement on this form listing the items of clothing and small stores lost in the casualty and claim reimbursement therefor.

(2) Prior to approval, the supply officer enters on your claim the issue value for each of the items for which reimbursement is claimed, and the total value of the claim.

(3) Any officer of or above the rank of commander, who is a commanding officer or in a higher echelon of command, may approve the claim *on the spot* in an amount not to exceed the value of a full bag.



WATCH



EYEGASSES



BLUEJACKETS' MANUAL



CUFF LINKS and COLLAR BUTTONS (chief petty officers, stewards, cooks)



TOILET ARTICLES (Maximum total allowed: \$10, including razor not to exceed \$5.)



MONEY (If deposited for safekeeping, and if receipt of receiving disbursing officer is produced)

(4) After approval, the original claim is returned to you (Note: don't lose it! A duplicate will not be issued if you do). It may then be presented to any supply officer. He is authorized to issue you clothing and small stores within the limit of the amount approved, without regard to specific items lost. He then makes appropriate endorsement on the original approved claim to indicate the issues made.

(5) Claims of enlisted men for cash reimbursement for articles not customarily issued in kind are handled in the manner prescribed for claims of officers, as mentioned in the next paragraph. Reimbursement may be made for the following:

Watches

Eyeglasses

Bluejackets' Manual

Toilet articles (maximum total amount: \$10, including razor, which must not exceed \$5)

Cuff link, collar buttons and clothing (other than items of clothing and small stores) of chief petty officers, stewards and cooks

Money deposited for safekeeping (see special section on this which follows)

Enlisted men may not be reimbursed in cash for the loss of any item not specifically mentioned above.

If you are an officer, and have suffered a loss of personal property in a

casualty, you may file a claim for reimbursement in cash on S&A Form 324. You present this claim to any commandant, or commander of forces afloat, or their respective chiefs of staff, who are authorized by the Bureau of Naval Personnel to adjudicate claims for cash reimbursement (chart on opposite page lists some of them). Upon approval, the original claim may be presented by you to any disbursing officer for payment.

Funds. So far as the Navy is concerned, if you have amounts of pay and allowances to which you are entitled but do not require for immediate use, you can dispose of them in five ways: (1) make allotments for savings or other authorized purposes, (2) leave such amounts due as an unpaid balance in your pay account, (3) if you are an enlisted man, request checkage of your pay account for the purpose of savings deposits, (4) draw amounts due and make deposits for safekeeping with your disbursing officer, and (5) draw amounts due and retain them in your own custody.

Allotments for savings or other authorized purposes provide maximum security and will continue without interruption even though disbursing records pertaining to your pay account go down with your ship.

Amounts due and unpaid on the last pay day will be credited immediately in your pay account following a cas-

ually, even though disbursing records pertaining to your account are lost.

Your savings deposits are recorded in a savings deposit record book in the custody of your disbursing officer, and your deposits are reported monthly to the General Accounting Office. If your deposit record book is lost, you may be issued a new one upon authorization of the General Accounting Office, which will furnish a statement showing the amount standing to your credit according to their records. (See also Tips for Survivors, No. 2, at the end of this article.)

In the event a deposit for safekeeping which you made with your disbursing officer goes down with your ship, you may be reimbursed provided you produce the receipt for the deposit, or, if that is missing, produce evidence, including an affidavit from the disbursing officer, that will establish conclusively that you had deposited the money for safekeeping and had not withdrawn it prior to the casualty.

As for cash which you have in your possession at the time of the sinking, you'd better hold on to it, for nobody is going to replace it if you lose it!

Officers who find themselves floating in the south Pacific and are subsequently picked up by a rescue ship may also find themselves without very much in the way of funds on their person, prior to reconstruction of their pay accounts. Although money is not a vital necessity at this stage, fellow officers can probably provide any reasonable amount needed. In any

case, it is usually possible to obtain a loan through the Welfare Fund of either the ship or the shore activity. This is a non-interest-bearing loan which you can repay when you are again within reach of your funds.

Your Reassignment

Who knows who the survivors are? How are casualties reported? What if the muster roll, for instance, went down with the ship?

To begin with, the original of the *muster roll* is usually not on the ship at all. Every three months the ship's muster roll is made up and the original forwarded to BuPers. A copy is retained by the ship.

In addition to this quarterly muster roll, there is also made out a *monthly report of changes*, showing only the changes made in the muster since the last quarterly report. Comparison of this with the muster roll would show the actual complement of the ship each month.

And finally, there is the *sailing list*, prepared when your ship last left port. Like the monthly report of changes, this shows only alterations in the muster roll, to conform with the actual personnel aboard the ship when she sailed. From this the status of the ship's complement can be quickly determined, for precautions are taken to see that it is available in several places.

The original of the sailing list is forwarded to BuPers. Then copies are

distributed: one aboard the ship itself, and one with the flag commander of the shore activity from which the ship put out. Several others are distributed among other ships in your unit or task force, so that some record of the ship's personnel is usually available.

Thus the names of all hands were known when you left port. But how about when you are picked up as survivors? You then find your way back into the official records in several ways.

(a) The Commander Service Force reports your existence as a survivor to BuPers.

(b) The first shore activity at which you land reports you as a supernumerary.

(c) Your commanding officer reports your existence to the Commander Service Force, to the shore activity, and to BuPers.

(d) Your presence is also reported to the same sources by the commanding officer of the rescuing ship.

If your ship went down in the south Pacific, for example, and you were returned to the United States as a survivor, your arrival was probably preceded by a report from ComSoPac. Had the Commander Service Force required you immediately in his area, you would not have been returned to the United States but would have been reassigned in the area, perhaps to another ship as a replacement, or to an overseas shore station. If you were returned to the United States as a survivor, however, your reassignment to duty would be handled by the Commander Service Force (Subordinate Command). Through an arrangement with BuPers, the respective Subordinate Command, Pacific and Atlantic, has jurisdiction over the reassignment of survivors to other duty.

Notification of Casualties

Reporting of casualties is one of the serious duties facing any commanding officer following the sinking of a ship under his command. There are several rules that must be observed, as well as some dangers to be avoided.

The immediate necessity, of course, is to find out who is a casualty. If the muster roll has not been lost, and if all the men have been taken aboard the same rescue ship, this can be done easily enough. Where there is no muster roll available, or where the men are scattered among several rescuing ships, the information probably has to be assembled by "word of mouth"—by mustering the men aboard their various ships or at the first port reached and inquiring from each as to what he knows of his shipmates: which he saw rescued, which he knows were lost, which he doesn't know about.

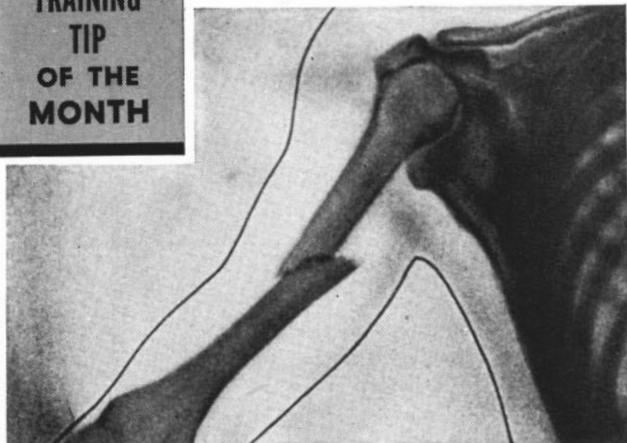
By assembling and checking these reports, a muster can be made up and

(Continued on Page 44)

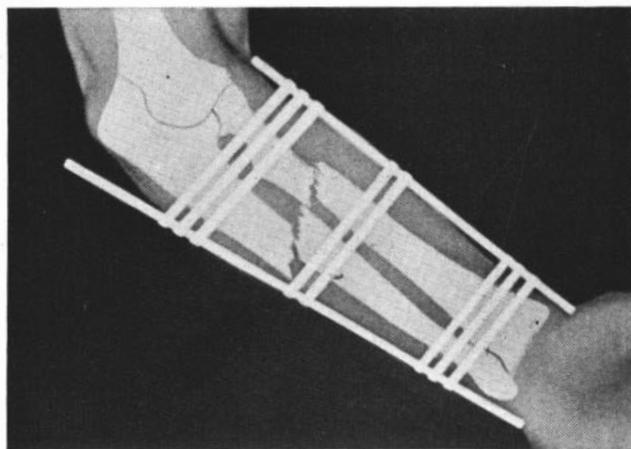
341-61-12		DOE, John H.		V-6		USNR	
File or Service No.		Surname, First Name and Initial		Class		Designation	
PAY AND ALLOWANCES INFORMATION				PERSONAL WITHDRAWAL MEMORANDUM			
CREDITS		7/1/43	8/16/43	DUE (OR OVERPAID)		DRAWN	
AMM3c(BR) (3/8/16/43)	78 00	81 90	DATE	AMOUNT	DATE	AMOUNT	
S&FSD	15 60	15 60	7/1/43	XX 78	-----	-----	
Avia/SM	39 00	40 95	7/15/43	19 00	7/20/43	19 00	
S&FSD (Avia) (S/M)	7 80	7 80	7/31/43	65 00	8/5/43	65 00	
Other Credits:			8/16/43	XX 46	-----	-----	
			8/15/43	19 00	8/20/43	19 00	
			OP8/31/43	4 00	9/5/43	5 00	
			9/15/43	10 00	9/20/43	10 00	
			9/30/43	122 00	10/5/43	122 00	
Total Credits	\$ 140 40	146 25					
CHECKAGES							
Allotments							
N 5/41-1SN	3 75	3 75					
D 2/43-IND	30 00	30 00					
Family Allowances	22 00	22 00					
Other Checkages:							
Total Checkages	\$ 55 75	55 75					
NET PAY PER MONTH	\$ 84 65	90 50					
DISBURSING OFFICER:		This is a MEMORANDUM ONLY. Do NOT SIGN, STAMP, ENDORSE or MAKE A PAYMENT on this card. Use ONLY as an aid in reconstructing lost pay account but NOT in lieu of the required sworn statement NOR in lieu of the required pay account.					

FIRST AID in reconstructing pay accounts is this handy personal memo card, now used by Navy personnel aboard several ships. Card shown is two-thirds actual size, folds, and may be prepared locally.

FIRST AID FOR FRACTURES



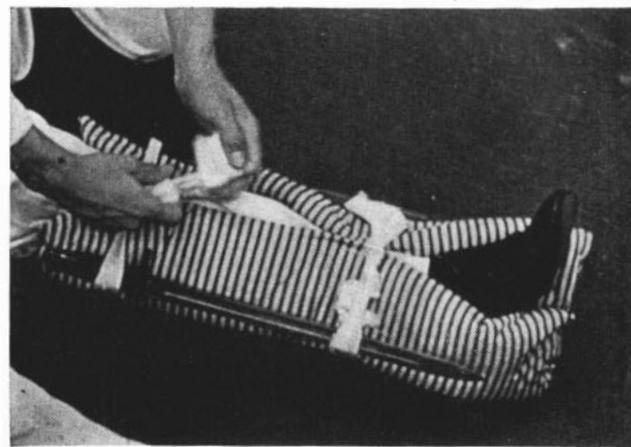
UNDER X-RAY a fracture looks like this. A possible fracture is indicated when there is pain, localized tenderness, unnatural position of limb or inability to use it. When fracture is suspected, victim should be treated as fracture case.



SUPPORT, called a splint, should be supplied to keep broken ends of fracture from moving and causing further injury. In compound fracture cases the skin is broken; all other bone breaks are simple fractures.



AFTER SPLINT has been applied to arm fracture, the arm should be put in sling. Injured man's neckerchief, or that of man giving first aid, makes efficient sling. (In compound fracture, treat the wound first—then the fracture.)



EASILY APPLIED SPLINT for the lower leg or ankle may be made by using a pillow and a bayonet and scabbard. A rifle or other material that may be handy can also be used, or heavy wire mesh supplied with first-aid kits.

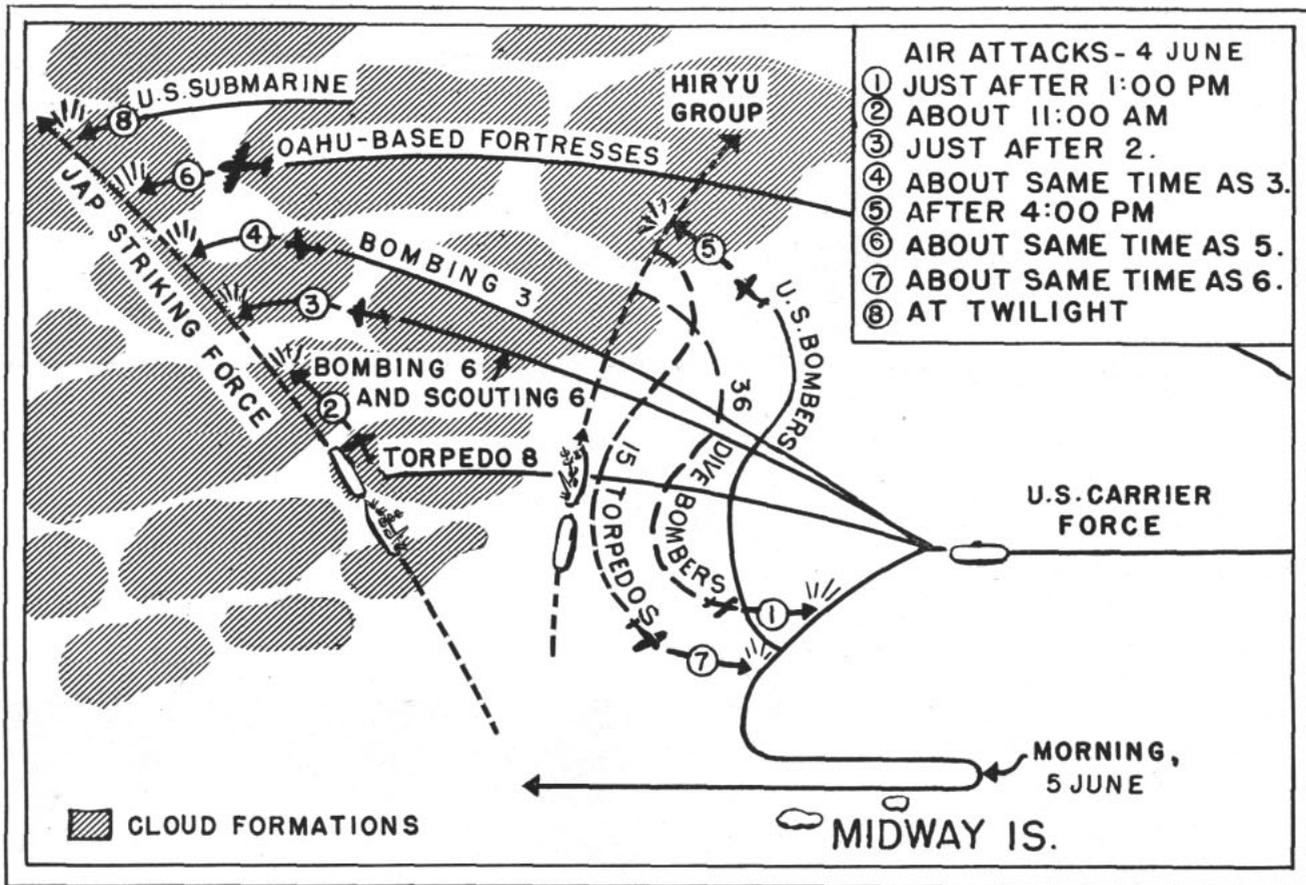


THOMAS RING SPLINT, usually available aboard ship, is often used in cases of leg or thigh fractures. With it, traction is applied to overcome muscle pull and keep the broken bone ends in position while victim is being moved.



SKULL FRACTURE is often hard to detect, since there may be no visible scalp wound. Look for bleeding from the nose, ears or mouth of victim of suspected skull fracture.

—Official U. S. Navy Photographs.



The Knockout at Midway

Undetected American Carrier Force
Delivered Final Blow to Jap Fleet

By FLETCHER PRATT

Author of "Sea Power and Today's War," "Fighting Ships of the U. S. Navy" and "The Navy Has Wings."

Some time between 0830 and 0900 on 4 June the crisis of the Battle of Midway had been passed, though no

one in the American forces knew it at the time. The Japanese had struck hard with their sea-borne air forces at our island base and had damaged it; still more had they damaged the aerial resources of the defense. But our landbased aviators had also struck at them; they had lost at least one of their transports, one carrier at least was in very bad shape, a second damaged, there were bombs in other vessels all through the fleet; and their aerial losses were such that only victory could pay for them. They had not won this victory. They were accepting a drawn battle, turning around to come back later for another try—perhaps no later than the next day—

when a force of which they were completely ignorant came rushing into action.

It was the American carrier striking force of Admiral Spruance [who led last month's invasion of Gilbert Islands—ED].

This striking force, which you will recall had been hurrying toward Midway that eventful morning, had three carriers—*Yorktown*, *Hornet* and *Enterprise*. The carriers were hull-down from one another, now somewhat northeast of Midway, still running fast toward the scene of action. In all the ships, pilots had been called from their bunks at 0300; by 0400 they were in the ready rooms, talking excitedly as weather information and the course and speed of the enemy were posted on the blackboards. On some vessels loudspeakers were tuned in on the battle frequency; everyone aboard could hear the shouts of Henderson's men as they went into their desperate

adventure, the voice of a young B-17 pilot, breaking with emotion on the high note, the clear, rapid words of Colonel Sweeney making his assignments. A flash from the high command said the Japs were attacking Midway. The Jap bombers making that attack must have been almost in sight of our ships behind the thin, chill haze that covered the morning where they were, and still the ships were pushing west at such speed that the destroyers were taking it green over their bows. At 0730 the pilots manned planes and were summoned from them again, stamping the deck and apostrophizing the bridge—"Wouldn't you think at a time like this they'd get things straight up there?"

Just before 0900 Admiral Spruance got straight the two matters that had to be straight before he could release his thunderbolt. First, the enemy carriers had been found. Second, his own carriers had moved into position where fighters could give the attacking planes cover all the way in. The American fleet had now run through its haze area into clear bright weather. "Pilots, man your planes!"

From Lieut. Dickinson's unidentified carrier there were 14 torpedo planes,

This is the second of two articles by Mr. Pratt recounting the Battle of Midway, reprinted with permission from Harper's Magazine. The first appeared last month.

36 dive bombers and fighter escort; from each of the other carriers about the same, to make up the greatest concentration of sea-air strength yet seen in war. The *Hornet's* Torpedo Squadron 8 was under Lieut. Comdr. John C. Waldron; among the flying clouds of the weather front near the target he lost contact with the rest of our planes and could not find the enemy. Convinced that the course he had flown should have brought him to intercept the Japs near where they were last reported and that the clouds would not hide so great a concentration of ships, he reasoned that there was only one explanation for missing them—the Japs must have turned back whence they had come. He turned northwest therefore, and a little after 1100 found them, four carriers sliding along in a close group, with all the retinue of other ships around.

The long run had taken nearly all his gas, he had lost the fighters that were to cover him, and the Japs were now located. "Request permission to withdraw from action to refuel," he radioed. But the enemy had slipped observation once; they might do it again and return with their superior force. "Attack at once" radioed back the "human machine," though the men in those planes were his friends.

Ensign George Gay was one of that squadron. He has described how they found the Jap fleet closely bunched around their carriers, a line less than ten miles long from end to end, to get the maximum effect from their AA fire, and how Zeros swarmed around the American planes as they went in, taking every advantage of the fact that a torpedo plane has to make a long level run before launching.

Watching a Jap Catastrophe

"I'm hit," said Gay's machine-gunner over the interphone, but the plane still worked; Gay drove in toward the bows of an onrushing carrier, dropped his missile, swung up and along her side toward the stern. A Jap shell went off right in the middle of the rudder controls, burning his leg, and at almost the same moment a bullet hit his left arm. The plane stalled and struck the water, already several miles astern of the carrier. As Gay came up, the tail of the machine stuck out of the water, but of his gunner and radioman there was no sign; they were gone with every other man of Torpedo 8. Gay was the only survivor. A bag floated free from the wreck with a rubber raft in it, and a small black bombardier's cushion. He grabbed the cushion, bandaged his wounds under water, and looked up in time to catch the most spectacular sight of the war.

Lieutenant Commander Clarence McCluskey with Bombing 6 and Scouting 6 (all carrying bombs this day) had found the Japs and was attacking—this time with fighter cover. The undamaged carrier *Kaga* was making

her full 30 knots into the wind, trying to shoot off her refueled fighters; for the attack had come as a dreadful surprise to the Japs, who thought they were done with Midway. The first three bombs missed, and back on our carriers the radios picked up McCluskey's fervent swearing. But of the next three, one landed among the airplanes on the *Kaga's* afterdeck, lighting a fire that burned with electric brilliance even in the candid daylight; one went through into the hangar deck to toss a column of debris aloft; and one set light to the planes forward, ready to fly. Then there were hits and hits till the *Kaga* blazed from stem to stern and the last man in the formation gave his load of bombs to a destroyer, which stopped with smoke and steam gushing from the engine room. Gay saw a prodigious column of flame shoot up from the *Kaga* and even at his distance felt a shock through the water. Her magazines had gone.

When he looked at the other carriers he could see the *Akagi* burning fiercely, fired by Lieut. Best's Bombing 6, with nobody knows how many hits as she sought in vain to maneuver with that torpedo hole in her side. The *Soryu* too was alight; she had been hit by Bombing 3 (normally the *Saratoga's* squadron, but the Navy has not said what ship they flew from 4 June). And two of the battleships were burning. All across the horizon a long line of warships were rocking and blazing on the slow Pacific swell. Down near the water our torpedo planes from our other carriers were coming in, much harried by Zeros, which seemed to have taken them as their especial targets and let the ships care for themselves against the bombers—one reason why it was bomber's field day while the torpedo men suffered. Out of 41 American torpedo planes that left the carriers that morning only 6 got home and nobody knows whether they accomplished much or little. No one has much detail of any kind on this last stage of the attack. Gay saw only that line of burning giants with destroyers hurrying round to pump and salvage. Dickinson, from his more comprehensive point of view aloft, saw the undamaged *Hiryu* hurrying away into the mists. The second phase of the battle was over and the Japanese were a beaten fleet.

It must have been about this time that the radios carried the message reported by Correspondent Casey—the gasp of a Japanese scout as he came through a cloud: "My God, the whole United States fleet is out here!"

A Spread Formation

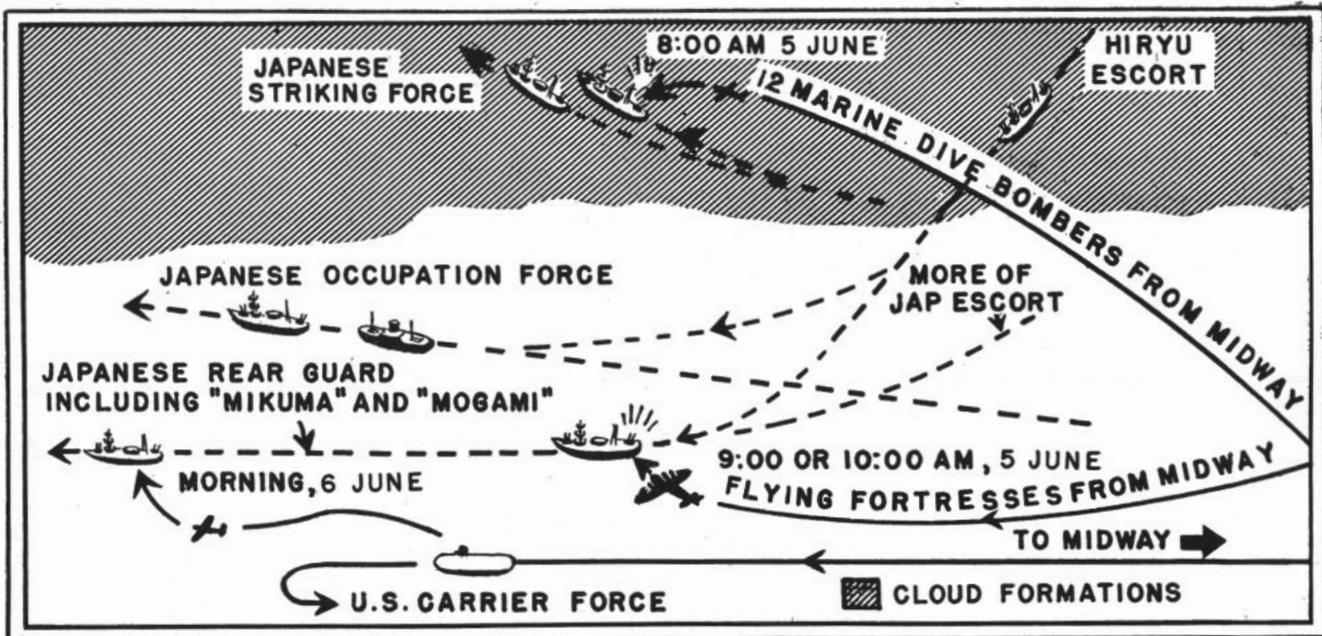
But there was life in those Japanese yet; there was one punch left in the *Hiryu*. Our carriers had turned and were steaming southwestward, keep-

ing their distance from those fast Japanese battleships, since they had nothing stronger than fighters left aboard and nothing better than cruisers to cover them. (The *Scharnhorst* had sunk the *Glorious* in a few minutes off Norway under such conditions.) The three carrier groups were spread very wide, hull down from one another, which kept the Japs from hitting all of them at once as theirs had been hit, but also increased the enemy's chances of finding and hitting at least one—a variation in method that will doubtless long exercise tacticians. Put it that this was a special case; there was no longer any chance of concealment in that clear, still day with our planes battering the Japanese ships, and Admiral Spruance's spread formation allowed the fighter planes from all to go to the aid of the first carrier attacked.

It was the *Yorktown*, the northernmost ship, that was struck just after 1300 by 36 dive bombers from the *Hiryu*, which may have followed some of our planes home from their foray. "Stand by to repel air attack," said her loudspeakers, and the fighter patrols of the other carriers joined the *Yorktown's*. "It was damned spectacular," said an officer of one carrier. "On the horizon there would be a flash of flame and a mass of thick black smoke plunging downward to the sea. There would be another flash and another downward pencil; finally it looked like the sky over there was covered by a curtain of smoke streamers."

Only seven Jap planes came through that hornet's nest of American fighters, but they came in a mood of Oriental desperation, and despite losing three more at the ship, they planted bombs. One hit the *Yorktown* just abaft the island, smashed up the guns there, and started a fire; another hit in the forward elevator well and started more fire from the tanks of the planes on the hangar deck; and still another bomb went through the side of the funnel, blowing out the fires in the ship's engine room. The *Yorktown* stopped; watching her from the *Hornet's* deck they could see a tall column of smoke shoot straight up. But on the damaged carrier the fires were got in hand and Engineer Officer John F. Delaney said he could work her up to 15 knots after repairs.

Among our other ships the mood had become a kind of restrained jubilation. They had heard the words and broken exclamations on battle frequency—"Take the one on the right, Joe." "Boy, look at that bastard burn." "Zero on your tail, Zero on your tail"—and a few fliers' reports were on hand. Everyone was saying our big attack on the Japanese fleet had been a success, though how much of a success would be uncertain till the planes came trailing in just be-



The Knockout: 5 and 6 June 1942

fore and during the attack on the *Yorktown*.

But the *Hornet's* planes did not come home at all; Torpedo 8 was all down, as we have seen, and the ship's scout-bombing groups had traveled just enough farther than the rest to leave them short of juice to get home. A few crash-landed at sea; the rest made Midway with the last drops in their tanks, two falling short of the runway by exactly the 300 feet which brought them down in the lagoon, whence their pilots waded ashore. The *Yorktown's* planes came back in twos and threes, many of them hurt, but Bombing 3 had suffered little, and Bombing 6 was there, all in formation as though returning from a training flight.

The Best-Planned Attack

They and all the other planes in the fleet still fit for work were refueled and remunitioned, while the pilots grabbed sandwiches and coffee, and then took off again to get that last Jap carrier, the *Hiryu*, and break up her flight deck. She and her escort, which now seems to have included most of the support force (since it had two battleships and a heavy cruiser besides destroyers), had steamed right away from the rest of the dolorous Japanese armada, north-eastward. A good trick if it worked, but we had practical command of the air now, and our scouts found her. Whoever it was that first saw her, a *Yorktown* man, Lieutenant Sam Adams, scuttling along the edge of the clouds with his radio key open, described the course, speed, and composition of the *Hiryu* and her escorting group of ships so accurately that the tactical officers back on our carriers could assign precise targets to every

man. Thus it happened that this was the most carefully worked-out attack of them all.

It must have been 1430 or later before our attacking group of planes got away; and since the two fleets were now farther apart and steaming away from each other, it must have been after 1600 before they reached the *Hiryu* group. Now the day-long losing battle that the Japanese airmen had fought began to have its effect. Their fighter opposition was weak. Their anti-aircraft fired furiously enough, but the men who fired must have reached the point of black despair over the endless procession of star-marked planes that came out of the clouds to pound their dying ships. Hardly a blow from all that group of American planes missed its target; the *Hiryu* was hit and hit again with bombs timed to pierce her deck till she burned from end to end. Both battleships were hit, the cruiser and the destroyer were hit, while our loss was next to nothing.

By now it was after 1600. At about this time a flight of Army Flying Fortresses from Oahu, which had used their immense range to run 1,000 miles or more to the battle area, were getting low on gas and had seen neither friend nor enemy through the broken clouds. "Prepare to drop bombs," said the squadron leader. They all thought they were going to jettison and make the best of their way back to base, but the lead plane dipped and as they followed it down, "in the distance we saw hundreds of fighter planes hovering above a line of burning ships," says one of them. "Someone said on the interphone, 'Everybody at battle stations, here come the Zeros.'" But the Zeros did not come, and a moment later the

Army men realized delightedly that what had looked like Zeros were only the anti-aircraft bursts from ships whose fighter protection was now 500 fathoms down at the bottom of the Pacific, all of them blazing away in wild nervousness 20 miles in advance of the attackers.

"No undamaged carriers were visible," and the two battleships in sight were both burning. The fliers chose targets of opportunity. Three big bombs completed the ruin of the *Akagi*; a heavy cruiser was hit and a light cruiser. One bomb struck square on the fantail of a destroyer, which was halfway under and covered by a cloud of smoke as the planes soared away to make emergency landings on Midway.

But in their last gasp of the day the Japs got the *Yorktown*. A flight of 15 torpedo planes from the *Hiryu* crossed our attack force somewhere in the skies (why they did not come simultaneously with their bombers is another of the minor mysteries of Midway) and came in on the damaged carrier with fighter escort while their own ships were getting the works.

Seven Jap torpedo planes and some of the fighters went down in a savage dogfight; three more fell to the carrier's AA fire before they could launch their torpedoes, and all the rest were lost in the pull-out, lost to American fighters who bravely entered their own barrage to get at the enemy. (At least one of them, Ensign Tootle, came down in the water with an engine knocked dead by that barrage.) Five torpedoes streaked toward the *Yorktown*. If she had had her full speed she might have avoided them; if Engineer Delaney had not given her 21 knots, instead of the 15 he promised, they would all have hit her. As it

was, two struck, one forward, one amidships on the port side. The engines stopped, the ship took a heavy list. "My God, she's going to capsize," said a lieutenant on one of the escorting destroyers.

She was not going to capsize; but she rolled out black smoke and Captain Buckmaster sadly gave the order to abandon ship as men fought their way up through dark compartments to slide down ropes and nets for the waiting destroyers to pick them up. She was not going to capsize, though her deck lay at so sharp an angle that her planes could not land, and one of them, coming in on the *Hornet*, caused that ship her only casualties of the battle. (He was a fighter pilot, badly wounded, and he lurched against the firing button of his .50, unconscious as his injured plane crumpled at contact with the deck, and sent off slugs that cut down eight men.)

The day of battle was over. On the *Yorktown*, black and monstrous in the twilight, damage-control parties were pumping and shoring to bring the ship to an even keel. A few officers were drinking coffee in the wardroom of the *Hornet*, their faces drawn, their conversation the disjointed sentences of men half dead with fatigue as they discussed the Headquarter's announcement that had come through the loud-speaker to quiet rumor: "four enemy aircraft carriers attacked and severely damaged . . . our losses in planes were heavy . . . one of our carriers out of action." The depression of weariness had followed the fury. "We sent off fifty-three dive bombers and only got five back. If their admiral has any sense he'll send those battleships in on us tonight. Has anybody heard? What's left at the Island?"

Back at Honolulu the Army was preparing the broadcast that was to cause so much trouble through the impression of the uniformed that it was claiming all the credit for the victory.

At Honolulu Admiral Nimitz, and out at Midway Captain Simard, were trying to reconcile the reports of men who had seen the enemy only during the few seconds while they were flashing past at 300 miles an hour under intense attack. More reports kept coming in; PBY's were out all over the ocean that night and more were going out, some getting hit and coming down in the water, some coming down without being hit, to conserve their last precious fuel by taxiing in. At Midway the oil fire still burned—the Flying Fortresses had used it as a beacon—and everyone was working like mad at the tasks of repair, pausing now and then to snatch something to eat from the kettles that boiled in the open. "Before that attack the contractors were just contractors, but after it they just couldn't do enough," said one of the marines who saw them. What was left of Marine Bombing 241

had had its planes fixed up and would go out presently under Major Norris for a night attack in that worldless black, each plane steering on the faint blue exhaust flare of the one ahead, and Major Norris would not come back.

It was a twilight of tension and doubt, through which no one at Midway or Honolulu or in the fleet realized what a state of material and moral disintegration the Japanese were in after having suffered a defeat beyond palliation. Our fleet steamed steadily east and away from an enemy who might be coming back for a surface attack by night, when our aerial mastery would be void. No one knew—no one could know then—that under this same twilight Lieutenant Commander William H. Brockman's submarine, which had all day been driven down by repeated depth-charge attacks, had at last found the Japs disorganized enough to permit her to close in on one of the smoke clouds that lay close to the water. Under it was the badly damaged *Soryu*, "the Blue Dragon," still burning but moving slowly, shepherded by two big flotilla leaders. The submarine fired two torpedoes; the Blue Dragon vomited flame and capsized into it.

Ensign Gay could not communicate with the high command to tell how, as he clung to his cushion, Japanese planes droned through the evening sky, far and near, seeking hopelessly for a place to land. Off at the limit of his vision a cruiser pulled alongside the burning *Kaga* and fired salvos into her till the derelict sank; farther on the horizon he saw the *Akagi* tip up her bows and dive. It was growing dark; patches of glare appeared on the clouds where the Japs were using searchlights. One of them was red and unsteady, perhaps the glow of a burning ship.

Ensign Gay inflated his life raft, climbed in, and in a matter-of-fact manner began to patch the holes.

Jap Sub Attacks Midway

Toward morning—the morning of 5 June—a Japanese submarine, which apparently had not received the bad news, surfaced near Midway and played sand castles on the island with a few shells. Shore batteries fired at the flash and chivvied her away just before the dawn patrols went out. The weather front was now edging southward and close to the water, with squalls and rough sea under it, the worst of flying conditions, but the reports that came in were more encouraging than anyone had dared hope. Nowhere near Midway was there any sign of Japanese ships afloat, only a great amount of debris, oil slicks and black Japanese life rafts, always empty. A few American life rafts, tenanted, to which destroyers and PBY's were directed. No sign of any

Jap carriers or aircraft of whatever species; and when contact was finally made with their striking force off to the northwest it was seen to be hurrying home at the best speed of which its cripples were capable, already far distant.

The Japanese occupation force, presumably held back by the slower transports, were still clear of the weather front and now nearest of all the enemy. Some fliers thought they recognized, among its escort, vessels that had been with the *Hiryu* the night before, which could be true if they had not drawn in as rear guard after leaving the place where that last carrier sank during the night. Admiral Spruance turned his carrier group round and swung full speed into the pursuit despite his loss in planes, the *Hornet's* bombers from Midway joining at sea. But they had a chase ahead of them before they could reach striking range again.

The Army Flying Fortresses, however, had range enough; and Lieutenant Colonel Brook Allen, who had been a member of the Pearl Harbor investigating committee, took them out again, while the indefatigable marines of Midway boiled out also, two formations of six dive bombers each. The target of the latter was a cruiser and battleship, somewhat separated from the other Japanese about 140 miles west of Midway. This would be some more of the *Hiryu's* escort; slanting down southwestward across the front of action they would just about reach that spot by 0800 on 5 June, the hour when the marines hit them.

The Japs put up no fighter defense but there was "heavy and accurate anti-aircraft fire" and 12 planes were not enough to saturate it to ineffectiveness. Captain Richard Fleming's plane was hit—the squadron leader; the others saw it begin to burn, not too late for Fleming to jump, but he chose rather to hold to his dive and plant a beautiful direct hit on the cruiser before he plunged into the sea. The others all missed the dodging ship, but some by so narrow a margin that she counts as at least a badly damaged ship, her seams opened.

An hour or two later Lt. Col. Allen's Flying Fortresses came in on the same group, now augmented by having fallen in with another contingent. "It was duck soup that day," said the Army pilots with relish. "They didn't have any more fighters." The cruiser that Capt. Fleming had hit was recognizably in trouble. Of course the Army men picked on that cripple, giving her a direct hit amidships and another right under the stern that left her with a heavy list, spinning circles like a teetotum. That was the last anybody saw of that ship, and maybe she went down; but no claims are made, nor are there any

(Continued on Page 47)

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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DECEMBER 1943

NAVPERS-0

NUMBER 321

Pistol-Packin' Christmas

This Christmas looks like pretty slim pickings for the Prince of Peace. And that "good will toward men" idea would seem to be getting a pushing around, too.

That green stuff they're wearing in their hats in the Solomons isn't holly. And the snow is white in the mountain passes of Italy, but those aren't snowballs the boys are tossing around. The music in the south Pacific this Christmas comes from a bugle—sounding "General Quarters."

Offhand, you'd think war and "good will toward men" wouldn't mix. But it's that good will toward men we're fighting for, even if we are having to get it the hard way. It's peace we want, too, but we know now that to get the kind of peace that won't explode into shrapnel again we've got to fight. That makes it a little mixed up on the basis of the ideas we had before this trouble started.

A little mixed up, but not entirely. We know, and the people we're fighting for all over the world know, that we are fighting for something we happen to believe in even if a lot of people have overused the words—peace, brotherhood of man, democracy. And we know that when we win, there'll be plenty of Christmas, and plenty of good will, for everybody.

That kind of a Christmas—for everybody—is one of the things we're shooting the works for. Until we get it, there'll be no laying that pistol down, babe. But when it does come, because of what we're doing now, we'll be able to say "Merry Christmas" again and know it's really true. It's in that faith we'll celebrate our Christmas this year.

LETTERS 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.

TO THE EDITOR:

You mentioned that Elizabeth Korensky, S2c, who was killed in the explosion at NAS, Norfolk, 17 September, was the first Women's Reserve member to die in the line of duty (INFORMATION BULLETIN, October 1943, p. 41). It is believed that Evelyn Crutchfield, SK3c, who was accidentally killed 13 July at Naval Air Technical Training Center, Memphis, Tenn., was the first.—F. R. C., Lieut. (sc) USNR.

Answer: Evelyn Inez Crutchfield, although technically killed in the line of duty, was not performing required duties when accidentally shot. Therefore she is not considered to be the first member of the Women's Reserve to die in the actual line of duty. Elizabeth Korensky was the first.

TO THE EDITOR:

It is believed that a serious error has been made in giving the Navy Cross precedence over the Distinguished Service Medal in "Summary of Regulations Governing the Issuance and Wearing of Decorations, Medals and Ribbons Now Designated for Naval Personnel, Revised, June 1943." During World War I the Distinguished Service Medal outranked the Navy Cross. It would appear that to reverse the seniority of these two medals would, in effect, detract from the distinction formerly accorded the Distinguished Service Medal and set up an incongruous situation.—D. A. F., Lt. Comdr., USN.

Answer: Public Law 702, approved 7 August 1942 by Congress, gave the Navy Cross precedence over the DSM, in addition to establishing precedence of some other medals and decorations.

TO THE EDITOR:

As a veteran of many shore patrol assignments—I shipped for the first time in 1912—I don't agree with the answer to "Your Naval I. Q." question 15 (INFORMATION BULLETIN, October 1943, p. 71) [about the responsibility for suppressing a disturbance]. The

(Continued on Page 62)

JANUARY 1944

LAST JANUARY

We launched a series of air-sea bombardments that pointed the way for Allied 1943 offensives—Lae, Sanananda, Munda, Salamaua, Vila, Buna. On Kiska, the Japs who later fled for their lives were bombed whenever the weather cleared.



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WHAT WILL WE DO THIS YEAR?

Quotes of the Month

Rear Admiral Thomas Leigh Gatch: "There can be no quick end to this war. If we are not to prove traitors to our sons and grandsons and leave them this sorry business every generation from now until our country finally falls, then we American people must unalterably resolve that this war will go on until Japan is destroyed."

* * *

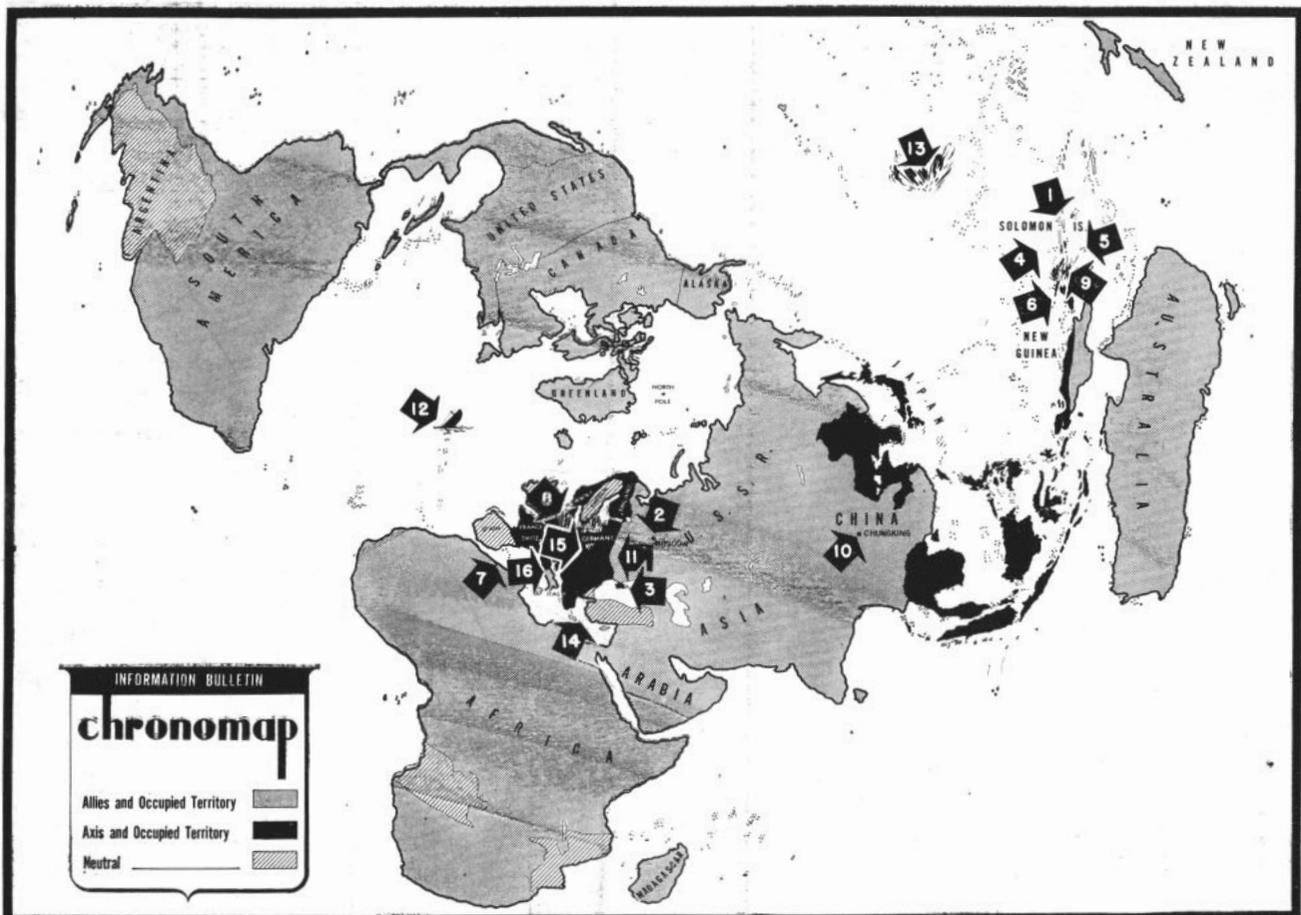
Tojo: "The present situation is very complicated."

* * *

Capt. Clark Gable, USAAF: "The difference between movie battles and the real thing? Well, you don't care what you look like during the real thing."

* * *

Hitler: "I know I demand the apparent impossible from the battlefield but this almost impossible must force a decision in our favor. Everything is possible, but that I should lose my nerve is impossible. The fight for Germany has made me what I am." [Munich beer-hall address.]



1. On 28 and 29 Oct.—U. S. forces invade Choiseul and Treasury Islands in Solomons.
2. On 29 Oct.—Moscow conference ends with agreement among U. S., Britain, Russia and China on war-and-peace cooperation.
3. On 1 Nov.—Red Army seals off Germans in Crimea.
4. On 1 Nov.—U. S. Marines invade Bougainville.
5. On 1-2 Nov.—U. S. warships sink Jap cruiser and four destroyers attempting to block Bougainville invasion.
6. On 1 and 11 Nov.—U. S. Navy carrier planes join Army bombers in attacks on Jap shipping at Rabaul.
7. On 2 Nov.—15th U. S. Army Air Force set up, Algiers.
8. On 3 Nov.—Four hundred Flying Fortresses and Liberators attack Wilhelmshaven in one of the month's heaviest raids.
9. On 3 and 17 Nov.—U. S. warships shell Buka.
10. On 5 Nov.—Allied strategists conclude five-day conference in Chungking.
11. On 6 Nov.—Red Army retakes Kiev, in German hands since September 1941, and pushes on toward Poland.
12. On 9 Nov.—U. S. and Britain announce 60 U-boats sunk in three months, 150 in six-month period.
13. On 13-20 Nov.—U. S. Army bombers raid Jap bases in Marshalls and Gilbert islands, marines and Army troops land on Makin and Tarawa atolls under Navy cover of warships and carrier planes.
14. On 17 Nov.—Germans capture Leros island.
15. On 18 Nov.—Thousand RAF heavy bombers rain 350 two-ton bombs on Berlin.
16. On 20 Nov.—Germans, after falling back slowly under steady pressure from U. S. and British armies, dig in along new "winter defense lines" below Rome.

THE MONTH'S NEWS

(Period of 21 October Through 20 November)

*Japs Hemmed at Rabaul;
Winter Slows Italy Drive;
3 Powers in Agreement*

The War

For the first time in the four-year history of the war, the arrival of winter proved a hindrance rather than a relief to the Allied forces in Europe and Russia. Winter slowed both the American and British drives toward northern Italy and was a handicap to bombing missions over Germany and the occupied countries.

In the Southwest Pacific, however, the Allied offensive swept northward

on schedule. And in the Central Pacific a powerful new thrust into the enemy's ring of island outposts got underway with the landing of U. S. marines and Army troops in the Gilberts.

By mid-November the complete evacuation of the Japanese in the Northern Solomons appeared only a matter of time. Buin and the Shortlands were outflanked. Choiseul was occupied. The marines and the Army were firmly established on Bougain-

ville and moving toward Rabaul, which was undergoing an incessant air and sea pounding.

Step by step General MacArthur and Admiral Halsey pushed northward. On 28 October paratroops landed on Choiseul and the island was taken. A day later Mono and Stirling islands in the Treasury group were occupied. On 1 November the marines were landed at Empress Augusta bay, Bougainville, and nine days later Army reinforcements joined them.

These forces were only 260 miles from Rabaul.

Naval victories in this area were consistent with the land actions. During the operations Japan was reported to have suffered one of her "worst seaborne defeats" when a task force routed Jap attacking ships. One Jap cruiser, four destroyers and seventeen planes were downed in this brief battle. On 11 November planes from Admiral Halsey's carriers and from land bases smashed at Rabaul and sank a cruiser and two destroyers, plus 88 planes. Only light damage was sustained by the Allies in both these actions.

Admiral Nimitz's intimation of an offensive in the Central Pacific was followed at mid-November by a week of air smashes at airfields and other targets in the Marshall and Gilbert islands. Here and elsewhere the Navy was asking the Jap fleet to come out and fight. On 20 November the first landings were made on Makin and Tarawa atolls.

Russia celebrated its most sweeping victories in recent months. The Red Army recaptured Kiev, in German hands since 1941, trapped huge Nazi forces in the Crimea and threatened an entire Nazi army in a slashing, encircling drive in the Dnieper Bend. Here, even the official German reports at home indicated that the situation was grave.

Kiev, gutted and fired, fell on 6 November. To the south the Reds had cut off an estimated 1,000,000 Nazis by forcing shut the door to the Crimea trap. The Nazis had hurriedly moved their Russian headquarters southward to Odessa. All these advances and victories came as a fitting climax to the three-power conference in Moscow.

CASUALTY FIGURES

Casualties among naval personnel through 20 November totalled 31,602. The totals since 7 December 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	10,386	2,966	8,261	2,279	23,892
U. S. Marine Corps....	2,108	2,578	641	1,948	7,275
U. S. Coast Guard....	316	77	41	1	435
Total	12,810	5,621	8,943	4,228	31,602

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

This conference between Secretary Hull, Secretary Eden and Commissar Molotov was completed 29 October and immediately hailed by President Roosevelt a "happy ship" conference. Although the details of the conference are necessarily a secret, the Senate lost little time in passing a resolution supporting the decisions by an overwhelming majority. The future of American-British-Russian-Chinese understanding and collaboration seemed assured.

In Italy the novel phrase "Nazi winter defense line" appeared in the dispatches and the German forces, now completely on the defensive, fell back to the Garigliano and Sangro rivers. At no point were the American and British armies more than 105 miles from Rome and in some places they were as near as 75 miles.

But mud, rain and cold had slowed down the Allied advances in mountainous, difficult terrain. Reports had ten more German divisions reinforcing the Nazi defenses. The Americans and British pushed over the Volturno, soon captured Montefalco and Molise in the central sector. The Nazis were systematically destroying the ports of Leghorn and Pescara. Captured documents indicated that they would attempt to hold to their Garigliano-Sangro line for at least eight weeks.

The pounding by air of military targets in Germany and Europe continued unabated. On 3 November the biggest American air force ever assembled for a daylight raid again blasted Wilhelmshaven.

On 18 November almost 1,000 RAF and American bombers struck simultaneously at Berlin and Ludwigshafen, dropping a total of 2,500 tons of bombs—a new record over Germany. Allied losses against meager opposition were 32 planes, described as very light in ratio to the number taking part.

Destruction of German military centers and the incessant attacks from the air brought several housing crises in various parts of Germany. The Nazis were stripping Danish homes and farms to furnish homes for bombed-out German families. Also, they were casting desperately about for some weapon against the air attacks.

Newest experiments along these lines were the rocket guns and "silver fire" introduced by fighter planes. The rockets, Nazis hope, will enable their fighters to stay out of range of our huge bombers and direct a projectile of sufficient explosive power to down the heavily armored Fortresses and Liberators.



—Official U. S. Navy Photograph.

THIS IS "JIMMY" (also called "Geebeebie," "Jabemy" and "Jeramy"), the invention of Capt. Byron McCandless, USN (Ret.), San Diego Destroyer Base commander. "Jimmy" literally straddles barges and other small craft, lifts them, and either refloats them for further use or carries them in suspension to repair facilities. The rescue device got its first

real test under actual battle conditions at Massacre Bay, Aleutians, where it saved a lot of boats. Pushed into surf or sand by a tractor, the device won't stick there; it is easily stowed on ship's deck and can be floated ashore by lashing oil drums to the top. Other uses: moving landing craft around in storage places and ferrying them across shallow waters.

Elsewhere in Europe the Nazis also were occupied with vexing problems. The Vichy radio warned that "open disorder" is expected in France. Hitler and party leaders warned the home population against defeatism and despair. In Yugoslavia the armies of Generals Tito and Mikhailovitch continued to divert several badly needed divisions.

Good news was so scarce that Hitler himself announced the Nazi capture of Leros island, stepping stone on the invasion route to the Balkans, which fell 17 November after a five-day battle.

An indication of conditions last month could be drawn from speeches made by four leaders—President Roosevelt, Prime Minister Churchill, Premier Stalin and Hitler.

The President said that our military power is "becoming predominant." Churchill predicted that 1944 will bring the climax of the European war. Stalin hailed the increased fraternity of the Allies.

Hitler, on the other hand, devoted a long anniversary speech largely to warnings against despair and cowardice.

Navy News

The first American flag to fly over Guadalcanal, after the marines landed in August 1942, was raised over the Capitol Building at Washington 10 November as the Marine Corps celebrated its 168th anniversary. Unfurled over the Capitol at the invitation of congressional naval committees, Old Glory flew for the remainder of the day as a tribute to the marines. It will

be placed on display in cities throughout the United States.

☆
The War Department announced 10 November that it is turning all anti-submarine operations over to the Navy. The Army's antisubmarine command has used land-based planes operating from four continents in sub searching since October 1942. An exchange of aircraft between the Army and the Navy will be effected.

☆
SecNav Frank Knox last month established a Navy Manpower Survey Board to examine the officer, enlisted and civilian complements of all Navy shore establishments in the U. S. to determine whether they are over or undermanned and whether their manpower is being used efficiently.

Although the primary purpose of the board will be to reduce the number of personnel in shore establishments, certain complements may be increased should the board's investigation prove such a step necessary to afford adequate support to the forces afloat.

Board chairman is Rear Admiral Adolphus Andrews, USN (Ret.), until recently Commander, Eastern Sea Frontier.

☆
A new compact chemical kit weighing less than four pounds with which sea water can be made safe to drink in 20 minutes is being tested extensively by BuAer and the Army Air Forces.

Developed by an American chemical company in conjunction with the Naval Medical Research Institute, the new desalination outfit is said to work much faster than a somewhat similar

process recently developed within the Navy (INFORMATION BULLETIN, July 1943, p. 14; August 1943, p. 25, and September 1943, p. 30).

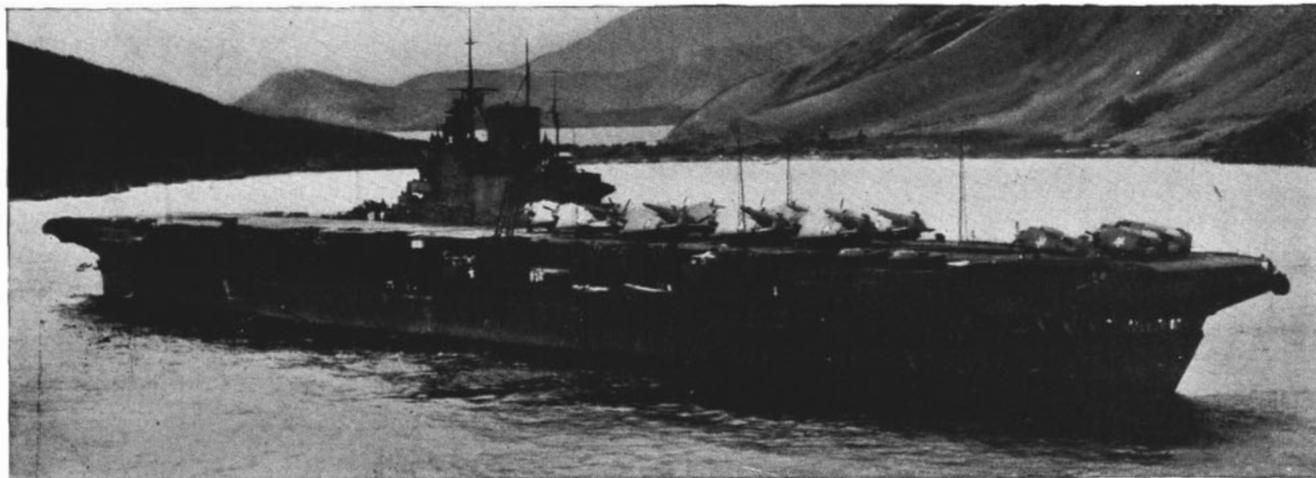
The kit culminates more than a year's experimentation to perfect a method which would effectively remove deadly salts from sea water, be compact enough to stow in one-man rafts or parachute packs and be so simple in operation that a weakened or wounded man could provide himself with drinking water without debilitating effort.

The equipment consists of a plastic bag with drinking tube and neck cord, and 14 desalting briquets, enough to convert 14 pints of sea water.

☆
Former marine paratrooper, Earl Jacobs, whose life was saved by seven blood transfusions after he lost an arm at Guadalcanal, reported to the Red Cross blood bank in Hollywood as a donor. Jacobs said he planned to give back as much blood as he received, and, if possible, more.

☆
The giant 70-ton flying boat, Mars, was accepted by the Navy as a "flying Liberty ship" on 2 November after the Martin aircraft experts successfully put it through all Navy tests. The huge plane, biggest yet, can carry a load-in excess of 15 tons, fly nonstop, non-refueling for 32 hours and 17 minutes, carry a crew of 22. It was put into an almost vertical power dive and its wings withstood a pressure of 210 tons.

☆
More than 11,000 women, including officer and enlisted personnel, were members of the Marine Corps Women's



PORTENT of things to come: Britain's 23,000-ton "Victorious" (shown at anchor at a South Pacific base with U. S. Navy fighter planes and torpedo bombers lining her deck) has spent several months operating against the Japanese with a U. S. Navy task force in exchange with an American group. Reported the British Information Service: "No difficulty in operation was encountered by either squad-

ron because of the similarity between British and American aircraft landing signaling systems and methods of fighter control. Invaluable tactical experience was gained in the course of these operations which will be put in effect as Britain mobilizes her naval power alongside the United States. Australia and New Zealand for full-scale action in the Pacific war against Japan."

—Official U. S. Navy Photograph.

Reserve on 1 November 1943, Lt. Col. Ruth Cheney Streeter, director, announced. The total falls less than a thousand short of the goal of 12,000 set for 1 January 1944. Approximately 8,500 already are on active duty. The present authorization is 19,000 by 1 July 1944.

☆

The former presidential yacht *Mayflower* has been refitted, regunned, manned by a Coast Guard crew and commissioned as a cutter. The ship, first commissioned in 1898, took part in the blockade of Havana and in eight separate engagements in the Spanish-American War, and was detailed to special duty in the Fifth Naval District during World War I. She served five presidents after she was commissioned officially as the presidential yacht in 1902.

☆

First tests were completed recently for the Navy's new M-1 blimp, largest non-rigid airship ever built (half again as large as the K-type airships currently used by the Navy for coastal patrol). A distinctive feature of the blimp is the car, which is nearly three times as long as the car of the K ship and comprises three connecting units, integrated by universal joints to allow freedom of motion in coordination with the flexible envelope above.

☆

Little Griff, the four-months-old canine mascot of a Marine Corps dive-bombing squadron stationed on Guadalcanal, is the island's champion fox-hole sprinter when the air raid alarm sounds. But Little Griff got mixed up recently (through no fault of his own) and his confusion resulted in a new speed record. The pup beat everyone to the foxhole as usual but returned to the barracks with the pilots before the "all clear" sounded. When the siren did wail "all clear," Little Griff tore down the hill to the foxhole again. Then the Japs came over a second time. Little Griff heard the siren wail and raced happily back toward the barracks. The first bomb struck as he reached the top of the hill. He set the new speed record getting back into the foxhole.

☆

A new record was set last month in destroyer escort construction when the Bethlehem-Hingham Shipyard, Hingham, Mass., completed the *HMS Reynolds* 25 days after the keel was laid. Another record had been set in October when the *Reynolds* was launched less than 120 hours after her keel was laid.

☆

War Bond report from three ships serving in combat areas: The *USS Oceanographer*, a survey ship, has 100% participation in the program, and the *USS Tryon*, a hospital ship, has 97% of her complement enrolled in the allotment program. Average



—Official U. S. Navy Photograph.

BOMBED AT SALERNO: *A crewman aims a stream of water down the still-smoking hole made by a bomb that hit on top of a turret of the USS Savannah off Salerno. Despite the damage and some casualties—note wounded receiving first-aid treatment on deck—the light cruiser continued to operate effectively against the enemy and, with the cruisers USS Boise and USS Philadelphia and other units, helped to cover the landing of troops on Italian soil.*

allotment aboard these vessels exceeds \$21 per month. More than 90% serving in the destroyer, *USS Buchanan* are buying bonds at the rate of \$90,000 annually, representing 19% of the monthly payroll. (Men of the *Buchanan* also subscribed 100% to the American Red Cross and purchased more than \$2,000,000 of National Service Life Insurance.)

☆

The Royal Canadian Navy last month announced discovery of a "sure cure" formula for seasickness. The formula will remain a secret until after the war. In form, it is a pink capsule, which is a preventative as well as a cure. Seasickness, according to research doctors, results from a disturbance of the balance mechanism of the inner ear. The Royal Navy scientists ridiculed all former "cures" and preventatives after exhaustive tests.

The Home Front

Sitting at a U-shaped table before their massed national colors, representatives of 44 nations opened the policy-forming council of the United Nations Relief and Rehabilitation Administration at Atlantic City 10 November. Spokesmen said the UNRRA's primary job would be to tide over lib-

erated areas during the critical time before they can get back into production for their own needs.

The scarcity of tires and other rubber articles "will be with us for a long time," officials warned the public last month.

The dimout in New York and other coastal cities of America ended 1 November. A "brownout" was the substitute. This latter experiment is expected to relieve the murk but at the same time keep "white lighting" to a minimum of power consumption. Display electric advertising returned in subdued form.

The Office of War Information revealed that "overwhelming quantities" of American gasoline made possible the defeat of Rommel in North Africa. Production of high-octane fuel (aviation gas) is now four times higher than in 1942.

On Saturday, 30 October, Notre Dame's great passing backfield star, Angelo Bertelli, threw three touchdown passes and scored a fourth touchdown himself to beat Navy, 33-6. On Sunday, 31 October, Bertelli exchanged his football uniform for a Marine Corps uniform and was off to Parris island for training.

A new tax bill before the House Ways and Means Committee would raise postage for out-of-town domestic letters to four cents.

THE WAR AT SEA

Official Reports: 21 October Through 20 November

(Navy Department communiques are indicated by number and separated by dashes from the excerpts of other communiques.)

Navy Department Communiques and Pertinent Excerpts of Other Reports

22 OCTOBER

Allied Headquarters in the Southwest Pacific (Northeastern Sector): In New Ireland our medium bombers attacked and damaged a light cruiser off East Cape . . . Reconnaissance units destroyed or damaged 11 barges along the Borgen bay shore. **New Britain, Solomons:** Our South Pacific Forces strafed and bombed Kalaska village, Choiseul.

23 OCTOBER

Allied Headquarters in the Southwest Pacific (New Ireland): Our medium units attacked and sank a light enemy cruiser off East Cape. One of our planes is missing.

Algiers, Navy communique: U. S. PT boats intercepted a northbound convoy in the Leghorn area. A lighter was hit by a torpedo and a tanker may also have been hit. The retaliatory fire of the R-boat escorts was inaccurate and eventually these escorts engaged each other. PT boats also torpedoed a lighter in a southbound convoy.

Japanese rebroadcast from Berlin: "The Japanese Army is continuing its attack on Finschhafen. At sea, 4 cruisers, 2 destroyers, 18 transports and numerous landing craft were sunk by our planes."

24 OCTOBER

Navy Department Communique No. 476.

1. The U. S. submarine *Dorado* is overdue and must be presumed to be lost. The next of kin of the personnel in the *Dorado* have been so informed.

Algiers, United Nations communique: A large German ship laden with ammunition was destroyed by PT boats of the U. S. Navy operating southeast of Elba. The vessel, escorted by four R-boats, disintegrated.

25 OCTOBER

Allied Headquarters in the Southwest Pacific (Northwestern Sector): In New Britain, long-range bombers attacked and destroyed an enemy cargo vessel and barge in Open bay . . . Medium bombers at 200 feet destroyed 20 enemy aircraft and two cargo ships at Wewak . . . In Mushu harbor, 16 barges were destroyed or damaged. Three fighters were shot down. Four of our fighters are missing.

26 OCTOBER

Allied Headquarters in the Southwest Pacific: One of our reconnaissance units scored direct hits on an enemy destroyer, leaving it in flames and a total loss off Cape Orford. Our fighters also shot down a float plane and destroyed five coastal vessels . . . At Greenwich island our long-range reconnaissance units attacked and damaged a cargo vessel of 2,500 tons. A long-range reconnaissance unit from the South Pacific attacked and set fire to a 1,500-ton cargo vessel. At Cape Gloucester, our heavy units attacked a destroyer and barges in Rein bay. A medium unit bombed barges in the Vitu islands.

27 OCTOBER

Navy Department Communique No. 477.

1. The U. S. submarine *Runner* is overdue and must be presumed to be lost. The next of kin of personnel of the *Runner* have been so notified.

28 OCTOBER

Allied Headquarters in the Southwest Pacific: A night reconnaissance unit of our South Pacific Forces in the Solomons scored a direct hit on an enemy destroyer off Buka.

(Japan's strained shipping and supply lines in the South Pacific still are the object of Allied attacks which seek to cripple even the smallest floating target. A com-

pilation for the 15 days following 21 October shows that MacArthur forces definitely sank a total of 122 barges, 46 cargo vessels and 35 coastal vessels. The Japs are relying more and more on these small vessels as their only means of transport and supply.—Ed.)

Off New Ireland, our heavy units scored a direct hit on a destroyer, leaving it in flames at Ubiji. Our long-range bombers sank a coastal vessel in the vicinity . . . At Green island, Solomons, our reconnaissance units attacked three small cargo ships, leaving two in flames and a third beached.

29 OCTOBER

Navy Department Communique No. 478.

Pacific and Far East

1. U. S. submarines have reported the sinking of ten enemy vessels and the damaging of four others in operations against the enemy in these waters, as follows:

Sunk: One large freighter, one large tanker, one large transport, five medium freighters, one small freighter.

Damaged: One large freighter, two medium freighters, one small freighter.

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

30 OCTOBER

Navy Department Communique No. 479.

South Pacific: A number of planes ineffectively dropped bombs on Guadalcanal during the night of 28 October.

31 OCTOBER

Allied Headquarters in the Southwest Pacific (New Britain): Our attack planes destroyed five enemy barges in a coastal sweep to Cape Deschamps. Hansa bay: Fighter patrols sank an enemy barge and damaged nine other harbor craft. . . Four barges were destroyed at Sio. . . Off the coast of Celebes, one of our heavy bombers sank a 4,000-ton transport before being itself shot down into the sea. . . A 1,000-ton enemy cargo ship was damaged in Waru bay.

Bougainville: Reconnaissance units destroyed an enemy troop-laden coastal vessel at Green island and attacked a cargo ship off Numa Numa . . . At Choiseul, our night patrol units strafed 11 small enemy craft off the coast.

1 NOVEMBER

Allied Headquarters in the Southwest Pacific (Northeastern Sector): At Gasmata our medium units strafed and damaged numerous barges . . . Our heavy units attacked an enemy cruiser and de-

stroyer in Planet harbor, Vitu islands, with 1,000-pound bombs. Two direct hits and a near miss probably sank one destroyer and damaged the other.

Finschhafen area: Our light naval craft on night patrol sank a large enemy barge and escorting vessel off Blucher Point. . .

Bougainville: Our fighters carried out a surprise strafing raid at Tonolei harbor, Buin, in the late afternoon, destroying four small troop-laden vessels and four barges, and damaging many other craft.

Nazi broadcast from Berlin: "In the battle against Russian ships, the German Navy and Luftwaffe sank one cruiser, 11 destroyers, three monitors and four E-boats. Five cruisers, seven destroyers, and numerous other units were so damaged that part of them can be assumed a complete loss. . . In the battle against British and North American shipping, the German Navy sank 52 merchant vessels in October. Another 18 ships were so badly damaged that the sinking of most of them can be assumed. An additional 27 ships also were damaged."

2 NOVEMBER

Allied Headquarters in the Southwest Pacific (South Pacific Forces): Exploiting to the full our recent comprehensive sweep at Rabaul, our right wing under Admiral Halsey was thrown forward approximately 200 miles into Central Bougainville on the morning of 1 November. In a combined air, water and ground operation our forces occupied Empress Augusta bay on the west coast. The movement was unsuspected and there was little opposition. We are now in the rear of the enemy's position at Buin and athwart his supply lines.

3 NOVEMBER

Allied Headquarters in the Southwest Pacific (South Pacific Forces): Our naval and air forces effectively silenced all enemy airdromes in Bougainville and the Shortlands.

At Buka a successful naval bombardment started large airdrome fires visible for 50 miles. At dawn two successive naval air strikes started additional fires with planes seen burning in the dispersal areas. Two of our planes were lost.

During the night the enemy made a sortie with his light naval forces down the west coast of Bougainville. Our covering naval forces intercepted and the enemy dispersed and withdrew.

(The USA 14th Air Force operating from Chungking, China, also had a naval victory to report on 26 October. An attack on a Jap fleet off the coast of China netted Brig. Gen. Claire L. Chennault's fighters a total of one 300-foot transport, two 200-foot tankers, one 200-foot freighter, one 150-foot freighter, one 100-foot freighter and three Zeros.)

4 NOVEMBER

Navy Department Communique No. 480.

Pacific and Far East

1. United States submarines have reported the sinking of ten enemy vessels and the damaging of three others in operations in these waters, as follows:

Sunk: One large tanker, one medium tanker, one patrol craft, four medium freighters, one large freighter, one small freighter, one cargo transport.

Damaged: One medium tanker, one small freighter, one large freighter.

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

South Pacific

3. On the afternoon of 2 November (east longitude date) a reconnaissance plane operating under the command of



transport and four medium freighters.
 Damaged: One large freighter, one medium freighter.
 2. These actions have not been reported in any previous Navy Department communique.

15 NOVEMBER

Allied Headquarters in the Southwest Pacific: Dutch New Guinea: In the Thenimber islands our medium and long-range fighters sank a 1,000-ton enemy cargo vessel . . . *New Guinea:* Our light naval craft sank two barges off the coast of Sio. Our fighter patrols destroyed another barge . . . *Alexishafen-Madang:* Two hundred and twenty-three tons of bombs were dropped on installations in this area. Three luggers and five barges were destroyed in the attack.

16 NOVEMBER

Pearl Harbor, U. S. Army communique: Liberators raided enemy installations on the Betio island, Tarawa atoll and Gilbert islands . . . several large fires were started on the runways, no aerial interception was encountered. Liberators also made further raids on Betio and Mille atoll, Marshall islands. No air opposition was encountered from anti-aircraft fire.

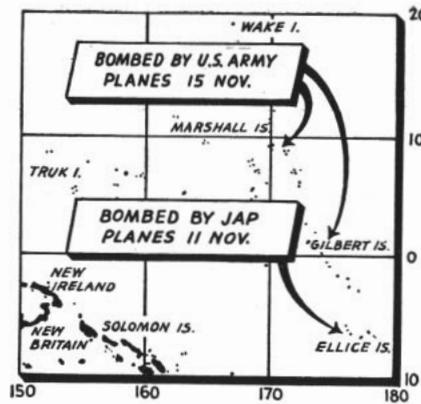
Alexandria, Middle East naval communique: Allied naval forces have maintained constant Aegean patrols in recent weeks, carrying out a number of successful attacks on enemy shipping and landing craft.

17 NOVEMBER

Pearl Harbor, Pacific Fleet Communique No. 16

1. Late afternoon raids were made on enemy positions on Jaluit and Mille atolls in the Marshall islands and on Makin island in the Gilberts on 15 November (west longitude date) by Liberator bombers of the Army's Seventh Air Force.

2. At Jaluit, many fires were started by our bombs in the hangars, shops and dump areas at the seaplane bases on Imieji and Jabor islands. Of the five ships anchored in the lagoon, one was left burning. Three others possibly were damaged. Several fires resulted from the Mille attack but cloud conditions prevented accurate observance of damage at Makin.



3. No air interception was encountered in either instance. Anti-aircraft fire was intensive at Mille and weak at Makin and Jaluit. No damage was suffered by our planes or personnel.

London, Admiralty: His Majesty's submarine *Usurper* is overdue and must be presumed to be lost.

Berlin, Special broadcast from Hitler's headquarters: "After four days of heavy fighting our troops have taken the British naval base of Leros. Formations of the Navy and Air Force engaged in the action, inflicting heavy losses on enemy naval and air forces. Two hundred British officers and 3,000 men led by General Tilney and 350 officers and 5,000 men of the Badoglio Italian forces surrendered to our brave landing troops."

18 NOVEMBER

New Delhi, Headquarters of Lt. Gen Joseph W. Stilwell: Since 26 October, American trained and equipped Chinese troops, in advance of units building a supply road, have penetrated 30 miles further into Burma. The enemy has been driven from his positions north of the Tarung and Chindwin rivers. All phases of these operations have been supported by units of the Tenth U. S. Army Air Force.

19 NOVEMBER

Allied Headquarters in the Southwest Pacific: Dutch New Guinea: Our medium units at night strafed and destroyed two barges off Kipja and strafed and wrecked two coastal vessels off Dobe. . . *Tenimbar islands:* Medium bombers and long-range fighters scored direct hits on a corvette and a cargo vessel. The cargo vessel sank and the corvette was beached. . . *Gasmata:* Two coastal vessels and shore installations were damaged by our medium fighters. . . *Bougainville:* At Buka, our light naval forces bombarded the air-drome. At Kieta, four barges and a coastal vessel were destroyed.

20 NOVEMBER

Navy Department Communique No. 485

Southwest Pacific
 (All dates east longitude)

1. The small vessel reported lost in the communique of 18 November 1943 while attached to Allied Headquarters in the Southwest Pacific was the USS *McKean*, a destroyer-transport. This vessel sank 17 November as a result of attack by aircraft off Bougainville.

2. The next of kin of casualties aboard the *McKean* will be notified as soon as possible.

Allied Headquarters in the Southwest Pacific: Solomon islands: Our medium units over Kieta strafed and bombed shore installations. . . Empress Augusta bay: Enemy torpedo planes attempted to attack our shipping but caused no damage. Sixteen of these enemy planes were reported shot down.

(Gen. H. H. Arnold, commander of the Army Air Forces, complimented the Navy after the 5 November air raid on Rabaul harbor. Gen. Arnold said the results were a world record for hits and also for damage per bomb—ED.)

Wars I & II

(Continued from Page 23)

and cities throughout the Vaterland and its slave countries brought the Nazi war machine face to face with an unexpected crisis. Untold damage has been done by American-British teamwork in the air. And the same team already prepares to work from new bases as, on all sides, the foe is pushed closer and closer to the walls of his home fortress.

Between the Allies and victory, however, are still large and numerous obstacles. A recent U. S. Army report on German and Japanese military strength is a timely antidote for optimism.

The Nazis, this report reveals, have 300 well trained divisions as against the 100 divisions they maintained at the start of the war. The Luftwaffe is bigger than in 1939 despite staggering losses. The motorized divisions lost at Stalingrad have been replaced. There are now 35,000,000 German war workers against an earlier 23,000,000. No serious break in German morale is apparent.

On the other side of the world, the Japanese reportedly still have 2,000,000 men of military age not yet called to service, with another 2,000,000 in the 17-20 year age group not now eligible. And despite continuing Jap defeats and setbacks in the air and at sea, their plane and ship production is on the upgrade.

Despite this, Prime Minister Churchill last month predicted that the war in Europe will reach its climax in 1944. With the European foe vanquished, all Allied forces can be turned on Japan. President Roosevelt recently stated that our military might is rapidly becoming predominant. Premier Stalin and Gen. Chiang, in Russia and China, are in accord with all Allied strategy and plans, he said.

In 1918, an apparently strong German army collapsed between 8 August and 11 November. Whether the collapse of the foe in this war will furnish one more comparable historical feature is still a very open question. And even after that, there will still be Japan.

Which Travels Fastest?

Three sailors stood on the deck of a battleship. Some distance away another vessel fired a gun. The first sailor saw the smoke from the gun, the second saw the shell strike the water nearby, and the third heard the report. Which one first knew of the shot? (For answer see page 62.)

IF WE HAD OUR OWN WAY ABOUT USING DISPATCH PHRASES IN SPEEDLETTERS:

WHADURDES What in hell does your dispatch of (date) mean?

URDESBUL Your dispatch of (date) so much bull and I will ignore same.

DABUPERS Damn the Bureau of Naval Personnel!!! (DABUSHIPS, DABUORD, DABUAER, etc.)

DONLIM Don't lie to me, young man!!!

DONFLYHAN Don't fly off the handle—I'll expedite it.

FURYU Furiously yours, I remain.

METOC Meet me at the Officers' Club and we will discuss your problems comfortably at (time).

RELSAW When relieved, say "hello" to the gals in Frisco for me.

DIHEARJONES Did you ever hear the story about John Paul Jones???

INEVORGSOB In every organization there's always some dumb etc., etc.

DONDODOSAY Don't do as I do, do as I say.

FUBINAL If you had been in the Aleutians as long as I have, etc.

Survivors

(Continued from Page 30)

the details reported to SecNav, in accordance with Article 908, Navy Regulations. Where radio security permits, these reports are generally made by classified dispatch; in other cases, by the fastest available transportation. Until they are received, and the original muster and sailing list cross-checked at BuPers so that next of kin can be notified, announcement of a ship's loss can lead only to confusion, worry and grief among relatives of all men aboard. Although the task of assembling the casualty report may be passed on to a subordinate officer, seeing that it is done promptly and completely is the responsibility of the senior survivor.

To begin with, the commanding officer must report casualties specifically under one of the following heads: (a) "dead," (b) "killed in action," (c) "killed (no enemy action)," (d) "wounded in action" [to such a degree as to require hospitalization] (e) "injured (no enemy action)," (f) "missing in action," or (g) "missing (no enemy action)." Such phrases as "lost," "perished" or "missing and presumed dead" should never be used.

First notification to the Bureau must include full name, rank or rating, file or service number and, in the case of deceased or missing personnel, the date of death or beginning of missing status. Unless evidence or testimony of death is conclusive, such persons must be reported in missing status.

In all cases of death or of accident involving any person in the naval service, it is the duty of the commanding officer to notify next of kin, by personal letter, acquainting them with all the known and pertinent circumstances. Such letters, from commanding officers outside the limits of the continental United States, should be routed through BuPers, as described below, and there are a couple of points to be observed.

Serious consequences result whenever a commanding officer, in writing next of kin, gives information which differs from the official record he has communicated to BuPers. Not only are the next of kin confused and disturbed, but government and personal insurance is jeopardized.

If there is justification for reporting to the Bureau that a man is missing in action, when the facts known to the commanding officer imply death, he should tell the next of kin the facts and then inform them why he must report the man as missing in action.

If later facts come to his attention which tend to change the status of a

casualty reported by him, he should inform BuPers immediately, in order that the facts may be relayed to the next of kin and that necessary action may be taken by the Department in connection with benefits and accounts.

Another danger to be avoided by commanding officers is that of notifying the next of kin before the casualty itself has been announced or before the Bureau has notified them officially. In some cases relatives have received letters of condolence and even personal effects of casualties before any announcement of the casualty has been made. An important reason for holding up announcement of a ship casualty is the humane one that, until the status of every man aboard is ascertained, it is cruel to subject his relatives to uncertainty and worry over his fate.

Under an Alnav of 2 December 1942 (No. 258), letters of condolence from commanding officers to next of kin are not to be mailed to them direct, but via the Bureau of Naval Personnel. When such letters are written to relatives from commanding officers outside the continental limits, they must be sealed, addressed, and mailed in bulk to the Bureau marked, attention Casualties and Allotments Section; or to Marine Corps, attention Casualty Division; or to Coast Guard, attention Military Morale. Such letters will be forwarded by BuPers, Marine Corps and Coast Guard when casualty notices have been dispatched, and not before.

Variations

The provisions so far described for handling of survivors are applicable

in most cases, but there are a few minor variations that would affect you if you were a member of an Armed Guard crew, or attached to a ship of destroyer class or smaller, or if you landed on some foreign shore.

In the event of a casualty, Armed Guard personnel head for the nearest Armed Guard pool, taking advantage, of course, of any transportation that can be afforded by ships or shore activities of the Navy. There are many of these Armed Guard pools throughout the world.

At the pool, the casualty is reported, together with the names of the survivors. The men can be re-outfitted and get their gear at these pools, but in cases where return to the States is contemplated, this would probably be a skeleton outfitting, sufficient to hold them until they get back to one of the Armed Guard Centers (Brooklyn, New Orleans, San Francisco) where the process can be completed.

Pay accounts of Armed Guard personnel are carried at an Armed Guard Center, but the men themselves carry what is known as a partial pay card, which is good in most corners of the world. Made of rag paper, this stands up fairly well under a reasonable amount of salt-water dunking. It is intended only for payments sufficient to provide personal expense money. Upon presentation of their partial pay cards and proper identification, Armed Guard personnel will be paid by any Navy, Marine Corps or Coast Guard disbursing officer or special disbursing agent, or, in the absence of such officers, by the master of the merchant



—The Hoist (NTS, San Diego).

"Well, here's a new one for the Hydrographic Office."

vessel on which serving, an Army finance officer or U. S. consul.

The partial pay card permits 12 pay entries, no two of which may be made within a two-week period, and each of which must be signed by the paying officer. On the basis of this card, any of the above-mentioned sources will make payments of amounts due to the men and notify the Armed Guard Center to which the men are attached so the amounts may be charged in the pay accounts of the individuals concerned, and, if payments are made by other than a Navy disbursing officer, reimbursement of the proper government department or steamship company effected.

As to reassignment of Armed Guard personnel, quotas are established by VCNO for the various pools, specifying how many men each shall have. Survivors who report to a pool either can be returned to the United States, or, if needed, can be reassigned to other Armed Guard duty by the pool itself. In general, though, the idea is to get them home for rehabilitation, relief and re-outfitting if possible.

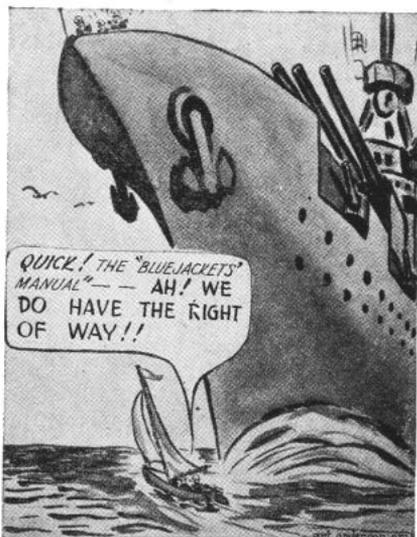
If you happen to be on a ship of destroyer class or smaller, you are not likely, of course, to have all of the record, supply and disbursing features that are available on larger ships. Pay accounts of some destroyers, in the Pacific, for instance, are not carried on each destroyer in a division, but only on the division leader. Pay accounts for most destroyers in the Atlantic are carried at destroyer disbursing offices ashore. However, most of the provisions of procedure outlined in this article will be applicable to destroyers and their personnel.

Ships smaller than destroyers would probably have their disbursing officer ashore. Although the pay accounts of the men would not be affected by a sinking of such a ship, replacement and reimbursement for loss of personal effects would be handled in the same manner as with larger ships.

While the likelihood of not being picked up by another ship and, instead, landing on a foreign shore, is not a general one, there are a couple of points that would then come up. If a crew landed in a neutral country, they would, of course, be subject to internment, under international law. If they landed in a port of an Allied nation, they would report to the naval liaison officer, or, if none were available, to the American consul. If neither were available locally, they would report to the nearest naval liaison officer or American consul available. The consul may furnish transportation if needed to the nearest naval activity.

Tips for Survivors

Everyone who has ever been a survivor undoubtedly has his own suggestions and ideas as to what to do about



—The Bulldozer (NCTC, Davisville, R. I.)

the necessary procedures. Here are a few simple ideas that might be helpful, most of them suggested by officers and men who have had experience with a ship casualty themselves.

1. Preserve some record of your pay account showing (a) allotments and allowances, (b) extra pay details, and (c) checkages.

An officer who was on a carrier sunk in the south Pacific writes as follows: "An item that will serve you well in getting squared away after reaching port is a little slip of paper tucked in your wallet on which is kept an up-to-date record of your pay account. The writer kept such a record. The first column was headed 'Date,' the second 'Amount Due,' and the third 'Amount Drawn,' with current allotment data on the reverse side. Entered on a small filing card, it was perfectly legible although the wallet had been wet down for over three hours in the Coral sea. Dead broke, this survivor passed it on to the first available disbursing officer, who was able with gratifying promptness to [reconstruct his pay account and] shell out some badly needed cash."

(Note: A sample of a personal pay memoranda form which has been recommended by the Bureau of Supplies and Accounts for use aboard ship is reproduced on page 30. This is already being used aboard several ships and its wider use is recommended. It may be prepared locally by mimeograph or ditto machines.)

2. If an enlisted man, keep a record of any recent deposits made in a Navy savings account. While disbursing officers make periodic reports of all such deposits, and the record of your account exists at the General Accounting Office, deposits made during the time at sea preceding the casualty have not been forwarded, of course, as there is no practicable way of mailing a letter from a sinking ship.

3. Also keep any receipts issued you

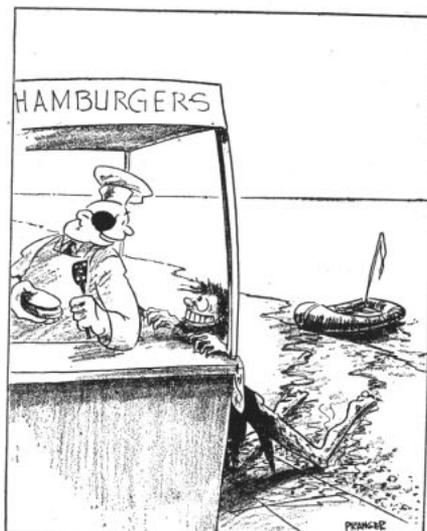
by a disbursing officer for money left with him for safekeeping. Under a new law just passed, it is possible to obtain reimbursement for money lost in a casualty if it had been deposited for safekeeping and if the man produces a receipt for it. So hold on to that receipt.

4. A wallet, such as you might ordinarily obtain through ship's service, is a good thing to have with you at all times, as it will be of some aid in protecting your records even against a reasonable amount of submersion, and is certainly preferable to carrying them loose. You can trim small file cards to fit the compartments of the wallet, and arrange necessary data on them as required.

5. If your rating had been changed only a few days before your ship became a casualty, it's a good idea to check with your ship's writer to determine whether the record of change in rating was lost or is still on hand and will be forwarded to BuPers. Often in a ship casualty, record of such change can be lost and the fact that a seaman second class next appears on the muster roll as a seaman first class does not in itself constitute a change of rating unless BuPers has further evidence.

6. Officers would be well advised to have on them some brief inventory of their belongings that are subject to reimbursement, including the approximate date acquired, and the cost or purchase price when acquired. This will have to be made up sooner or later in order to obtain reimbursement, and if it is already prepared, a good deal of time may be saved.

7. Caution your relatives and friends to place no faith in reports from foreign broadcasts purporting to give information about captured American prisoners of war. False casualty reports have been received by hundreds of servicemen's families in various



—The Hoist (NTS, San Diego).

"With or without mustard?"

parts of the country. It is the opinion of the FBI that this would indicate a substantial force of enemy representatives strategically placed throughout the country and working under orders to undermine American morale by such methods. (Incidentally, any casualty notification received by a serviceman's family over the telephone also is open to question, as it is not the policy of the Navy Department to transmit such messages by telephone.)

8. If your ship is ever a casualty, and you come out OK, notify the home folks yourself. For reasons of security, you can't say much, but even a simple sentence like: "Just a line to let you know I'm OK and everything is fine" will do the trick. And date your letter. As soon as security permits, such a letter may be sent, and it may allay anxiety at home. To protect families from unnecessary worry, the Navy ordinarily holds up announcement of a ship casualty until personnel casualty reports are received. But you can still send a noncommittal sentence which, with the date, will assure your family of your own well-being at that time.

Selected Reading:

Navy Regulations concerning abandoning ship, and duties of officers: Articles 21, 841, 865, 908 and 1230.

Casualties: Alnav 150, 1 August 1943, "Disposition personal effects deceased and missing"; BuPers Circular Letter 104-43, "Reports of Casualties," N. D. Bul. (semi-monthly), of 1 July 1943, R-1179; VopNav restricted despatch 181955, May 1943, (notification of casualties to SecNav); Alnav 258, 2 December 1943, "Casualty despatches and casualty amplifying airmailgrams"; Alnav 162, 1 August 1942, "Casualty reports"; Alnav 13, 15 January 1942, "Reports of Navy, Marine Corps and Coast Guard casualties"; BuPers Circular Letter 153-41, 15 December 1941, "Notification of death and serious injury" (appears in BuPers Circular Letter O-43).

Procedure to be followed in reconstructing pay accounts of survivors: Article 2150-3, BuSandA Memo.

Procedure to be followed to reimburse survivors for loss of personal property in a casualty: BuPers Manual, forthcoming articles C-8006 (officers) and D-10117 (enlisted men). These articles will supersede BuPers Circular Letter 88-43.

Emergency issues of clothing to survivors: SecNav ltr. 26 August 1943, N. D. Bul. (semi-monthly), of 1 September 1943, R-1346.

Loss of savings deposit record book: Article 1781 (8), Navy Regulations.

For sensible suggestions on abandoning ship, and how to prepare beforehand for it: "How to Abandon Ship," by Comdr. Wm. C. Chambliss, USNR (Information Bulletin, September 1943).

'The Finest Man I Ever Knew'

(By a Commander, USN)

[See page 13]

Early in 1919, there reported to the Naval Training Station at Pelham Bay Park a new recruit. He had evidently just been discharged from the Army after service overseas as he was still wearing his Army uniform. He was of foreign extraction as was evident from his English which was difficult for both himself and his listeners. In fact, he had been born in Lithuania. I happened to be a recruit at the same time and was assigned with him to the same drill company and the same small barracks. His name was Peter Tomich.

Our training finished, Tomich and I went our different ways. A beneficent government sent me to the Naval Academy and gave me both an education and a profession. I did not see Tomich again for seven years when as a young ensign I reported to a destroyer in which he was serving.

Tomich was then a watertender first class. Subsequently he was advanced to chief petty officer. In this capacity he served with me as engineer officer for five years. Those years were happy years for me.

As far as watertenders went there were none better than Tomich. Boilers were his life and steam was in his blood. He always knew the speed the ship was expected to make because he taught himself to read the signal flags,—and he was always where he could read them. With a monkey wrench he devised a system of stopping smoke—that worked. He talked me into violating a section of M.E.I. three years before the correction came out to do just what he advised. His men liked him. But he kept me informed of everything that went on in his little command without the men ever feeling they were being spied upon.

Tomich had few aspirations to higher things. He knew his job and he knew his limitations. He was a wise and simple man. Once when the destroyer on which he was serving was placed in reserve commission, he was allowed to keep only a few of his men. The rest were to be transferred to the receiving ship. Tomich knew men and he picked them well. But one of the duties of a C.P.O. in a reduced commission ship was the standing of O.O.D. watch which included much use of the telephone. If there was ever a job for which Tomich was unfitted that was it. No one knew it better than Tomich. After a nightmare of a week-end duty, he exchanged with the chief water tender in the ship relieving and he found himself with a fireroom gang from which he himself had weeded all the good men.

Tomich had no other interest in life but his boilers and his ship. So far as I knew, he never married. On occasional sprees ashore in foreign ports he would get sentimental and come back loaded with perfumes, kimonos and other geadads. But in his soberer moments the wives of his shipmates usually became the happy recipients of these.

Despite our long service together and the affection that existed between us, Tomich never asked of me a favor. Only once did he place me in an embarrassing situation. That was some years later when he came to see me aboard the driest battleship in the U.S. Navy, bringing as a gift a bottle of excellent wine.

One of the many stories about him is worth retelling. The destroyer squadron commander was a demanding soul who would ask the impossible and then want to know why it was not done expeditiously. One afternoon the speed was increased rapidly to full power. The steam pressure fell and some smoke was made. A little excitement ensued but when it was all over Tomich commented cryptically in his Slavic accent. "He rings up 30 knots from stop and yells 'No smoke'. I likes to tell him that he is gottam lucky to be moving at all".

Our ways again parted as Navy ways do. We never missed an opportunity of seeing each other whenever our paths crossed. Nevertheless the years slip by quickly and we more or less lost touch. That is until a few days ago when I was reading the list of awards for heroism at Pearl Harbor and found on the list of Medal of Honor men the name of

PETER TOMICH, CWT(PA) USN,
Deceased.

No man completed a more useful life in a grander manner than this simple but great man. He died as he had lived and served his country for a quarter of a century, just doing his humble job with all that he had in him.



—Daily Dope Sheet (NAS, Norfolk).

Midway

(Continued from Page 35)

claims about the other cruiser that was damaged in the same attack.

That was the end of action for the day. The Japanese were moving away so fast that not even Fortresses could get back to Midway and load up again in time to catch them. The rest of the pursuit was up to Admiral Spruance, steaming hard all through that afternoon and night, though his destroyers were getting low on fuel and in the abstract there was no reason why the big Japanese gunnery ships should not assemble and turn back to hammer at our carriers, lose or retrieve all they had lost.

In the concrete, as the human calculating mechanism on the American flagship's bridge well knew, Japanese boldness exists only as it involves some element of trickery. The commander of one of their submarines was bold; he had traced the *Yorktown*, making her way toward Pearl Harbor in tow, with the destroyer *Hammann* alongside. By morning 6 June they had got the *Yorktown* on an even keel; they were going to save her up to the moment when that submarine fired four torpedoes in a burst.

Two hit the *Hammann*. She went down in 90 seconds and lost many of her crew when the depth charges blew while they were in the water. The other two torpedoes hit the *Yorktown* and made salvage futile, though she floated till another dawn before taking down her torn battle flags. Three men trapped in a compartment, in answer to the telephoned news of their plight just before they went down with the ship, said "We've got a hell of a good acey-deucey game going down here," which will doubtless be accepted among the best naval remarks of history.

The End of the Fight

But it was not the final remark of the battle; it was not even the final remark of that phase of the battle. The destroyers of the *Yorktown's* escort were finishing that phase by blowing up the bold submarine that had torpedoed her; and about the same time, several hundred miles to the west, the dive bombers of Admiral Spruance were having another phase to themselves.

On the evening of 5 June a reconnaissance report spoke of an undamaged enemy carrier off to the north, under the weather edge, and the planes flew off to seek it. But it was a disappointment; no carrier, no sign of one, and no Jap planes. They had to console themselves by attacking a light cruiser, but she was so well handled in the bad weather and bad light as to escape with minor damage. But the next morning (as the *Yorktown*

was going down) they were not disappointed; they picked up the Japanese rear guard in fairly clear weather, and went for it with 1,000-pounders, each carrier vying as to which could put on the most perfect textbook attack under textbook conditions with no enemy planes to interfere.

What made the occasion perfect from our officers' point of view was that this rear guard contained the cheat-cruisers, *Mikuma* and *Mogami*, the ships the Japs built just after they got home from the London naval conference. Remember? They had been singing about possible aggression then, and had persuaded our statesmen not to build anything beyond light cruisers. On paper these two ships were 8,500-tonners of that class; on the ocean beneath our dive bombers they were 13,000-ton heavies.

"At least two bomb hits were scored on each cruiser," says the communique in a masterpiece of understatement, for there were 20 planes in the *Mikuma* attack alone, and she is the ship that shows up in the last photographs of the action leaning over on one side, half her double funnel blown away, smoking decks all twisted and bent, guns acockbill, holes in her side with the torpedo tubes dangling from them, and what is left of her crew gathered

aft to wait for the finish. The *Mikuma* went down sometime that afternoon; and the *Mogami* was left in such evil case that the communique claimed her as sunk too (though later evidence makes it possible that she may have got away).

Now our carriers were working into the region where land-based Japanese planes could get at them, so they turned away home and the battle was over, all but the business of picking up survivors. "The pleasantest thing of all," said one of the *Hornet's* men, "was to hear for days afterward that one after another of our fliers was found, till our losses were really very small."

The high command doubtless had a due regard for that feature; but its pleasure was chiefly derived from the fact that the Japanese navy had taken its first indubitable, irrefutable, crushing defeat since the day when Hideoshi tried to make the Korean nightingale sing, back in the Middle Ages. They had attempted to use command of the sea without first attaining it, a job for which no boldness and no trickery is adequate, as a little reading of Admiral Mahan would have told them. But Admiral Mahan was an American, and it is probably beneath the dignity of the sons of heaven to accept advice from inferior races.

What Is Your Naval I. Q.?

1. When American submarines cross the International Date Line do they rise to the surface or dive underneath?
2. What are "mare's tails"?
3. Why are gun salutes given in odd numbers?
4. After what are aircraft carriers named?
5. What does the term "snafu" mean?
6. In naval parlance a jackass is: (1) an animal; (2) a small, motor-driven tractor; (3) the catch which holds a watertight compartment fast; (4) a canvas plug stuffed in the hawse pipes to prevent water from coming aboard through them; (5) a low form of marine life.
7. If you were adrift in the South Pacific and these two subs surfaced near you, toward which would you fire your Very flare?



8. In what year did the Japanese bomb the USS *Panay* in the Yangtze river?
9. Where did the word "skipper" originate?
10. Has there ever been a mutiny in a U. S. warship?

11. Who are these three chiefs of bureaus? (Give name and bureau.)



12. If plane pilots breathe oxygen, what use do they have for carbon dioxide?
13. When was the first American fleet organized?
14. What is the origin of the word "geronimo," shouted by paratroopers when they leap from a plane?
15. Does a magnetic compass point to true north or magnetic north?
16. Does the American flag have more red or more white stripes?
17. What is the real name of the Navy's famous "Battleship X"?
18. What is: (1) an LCVP; (2) an LCR(S); (3) an LCM; (4) an LVT(A); (5) an LCC?
19. "Look at the Gibson girl!" the sailor cried. To what did he refer?
20. Where are: (1) Empress Augusta bay? (2) the Aurunce mountains; (3) Kiev; (4) Laruma river; (5) Buka?

(Answers on Page 62)

DECORATIONS AND CITATIONS

First Task Force Citation Awarded for Antisub Operations

Task Unit 21.14 has been awarded the Presidential Unit Citation for its outstanding antisubmarine operations in mid-Atlantic from 27 July 1943—the first time a group composed of ships and aircraft has won the award.

The unit, consisting of the escort carrier *Card*; three destroyers, the *Barry*, *Borie* and *Goff*; and Composite Squadrons 1 and 9 stationed aboard the *Card*, pressed home a vigorous offensive which was largely responsible for the complete withdrawal of enemy U-boats from Atlantic shipping lanes. Later, when submarines returned to the area with deadlier weapons, the task unit wrested the initiative from the Nazis before they could launch large-scale attacks.

(See article in this issue on p. 2.)

Landing Craft Wins Presidential Citation

The first Presidential Unit Citation won by a landing craft has gone to the officers and crew of the *uss LCI(L) 1* for their heroic conduct during the initial landings on Sicily in July. The craft moved in under a fierce barrage of hostile fire which ruptured her communications and seriously wounded her helmsman and winchman. Deprived of mechanical control, she was raked by artillery and machine-gun fire as she lay on the beach, but continued to fight back gallantly and silenced several enemy guns ashore despite her helpless position. Officers and crew remained with the ship throughout a four-day period of repeated air attacks until the ship again was floated and salvaged for further active duty.

Two Navy Captains Decorated by Army

The War Department has announced awards by the Army to two Navy officers: Capt. Francis J. McKenna, USN, Norfolk, Va.; and Capt. Felix B. Stump, USN, Clarksburg, West Va.

At a critical time in the defense of allied territory in the Southwest Pacific, Captain Stump, who won the Distinguished Service Medal, made direct contribution to the success of operations by his supervision over the combined operations and intelligence center, despite the continual danger of attack from numerically superior enemy forces.

Awarded the Legion of Merit, Captain McKenna worked in close collaboration with the Army in all phases affecting joint plans and operations. Through his cooperation he contributed to a mutual understanding between the Army and the Navy.

The Stories Ribbons Tell

They are just little bits of silk ribbons, but the stories they tell are the stories the American people want to know about, and should know about. . . . Consider merely the men in naval uniforms; notice how many wear three, four, five or more ribbons; notice how many of these ribbons are decorated with from one to three or four battle clasps. Repeat this experience day after day . . . and eventually the story and its import become crystal clear: We have the biggest force of sea-going fighters with actual combat experience that this nation has even known.

That is one big dramatic story that those who can read the ribbons may enjoy. It is but one of thousands of stories that the ribbons tell. . . . There could be no greater stimulus to the morale of the armed forces than the knowledge that he who saw the ribbon—as well as he who wore it—could read the story it tells.

—Chicago Daily News

17 Correspondents and Photographers Covering Navy Are Cited

Of the 112 newspaper, magazine and radio correspondents and photographers now accredited to various fleets and sea frontiers, 17 have been decorated or cited for courage and fortitude. Fourteen have been killed in all theatres to date, and four are reported missing.

In addition to these regular correspondents, approximately 200 per month are authorized to visit domestic naval establishments for articles and photographs, and about seven per month are temporarily accredited for special assignments afloat.

Of the 112 correspondents, 104 are American, 4 are British, 3 are Australian, 1 is from New Zealand. In addition, 2 Canadians were accredited for the Aleutians campaign.

One of the first casualties among correspondents was Jack Singer, International News Service, who was lost in the sinking of the *uss Wasp*. Others aboard warships sunk in action were Joe James Custer, United Press, who suffered an eye injury when the *uss Astoria* was lost; Charles McMurtry, Associated Press, and Tom Lea, *Life*, both of whom were aboard the *uss Hornet*, and Allen Jackson, International News Photos, who was on the *uss Helena*.

It is not possible to draw a line between correspondents accredited to Army and Navy in telling of those who have been killed, wounded or taken prisoner in action with the Army or

Navy, or those who have been decorated or commended for gallantry, because often one group finds itself in action under command of the other service because of the close integration of Navy and Army forces in operating theaters.

Those who have earned decorations are:

Henry T. Gorrell, United Press, Air Medal, for extreme gallantry under bombing in Greece.

Vern Haugland, Associated Press, Silver Star, for devotion to duty and fortitude in New Guinea, awarded by General Douglas A. MacArthur, USA.

Leo S. Disher, United Press, Purple Heart, wounded aboard cutter off Oran.

William F. Boni, Associated Press, Purple Heart, wounded with Army in New Guinea.

A number of correspondents were cited in letters of commendation for varying degrees of courage and fortitude under fire. They are:

Charles McMurtry, Associated Press, for conduct aboard the *uss Hornet*, Battle of Santa Cruz. McMurtry received severe powder burns.

John Hersey, of *Time*, for conduct at Guadalcanal on 7-8 October 1942, was awarded a letter of commendation from Secretary of the Navy.

John A. Moroso, 3rd, Associated Press, in Sicilian invasion, 10 July 1943.

George Sessions Perry, *Saturday Evening Post*, Sicilian invasion, 10 July 1943.

Nine correspondents were cited by the Commander, North Pacific Force, for their part in the Attu operations, as follows:

Eugene Burns and William Worden, Associated Press. Russell Annabel, United Press. Howard Handleman, International News Service.

Robert Sherrod, *Time*. Sherman Montrose, Acme Newspictures.

Clarence L. Hamm, Associated Press Photos.

Charles Perryman, News of the Day newsreel.

Keith Wheeler, *Chicago Times*.

Chilean Naval Officer Awarded Legion of Merit

For his performance of outstanding services to the government, Vice Admiral Vincente Merino, chief of the Chilean Naval Commission, has been awarded the Legion of Merit. Cooperating in our efforts for hemispheric defense, Admiral Merino has shown a consistent loyalty in naval affairs of mutual interest.

GOLD STAR IN LIEU OF THIRD



NAVY CROSS

★ Comdr. Glynn R. Donaho, USN, Nor-mangee, Texas: As commanding officer of a submarine during a single patrol in enemy waters, Commander Donaho made repeated torpedo attacks against Japanese shipping, sinking four vessels and damaging two others.

★ Comdr. Frank W. Fenno, USN, West-minster, Mass.: While commanding a submarine in the Pacific area, Com-mander Fenno displayed daring ag-gressiveness and excellent professional ability in sinking three freighters and damaging two other vessels.

★ Comdr. Dudley W. Morton, USN, Miami, Fla.: As commanding officer of a submarine on patrol in enemy-controlled waters, Commander Morton delivered aggressive torpedo attacks against hostile vessels and succeeded in damaging or sinking a large amount of enemy shipping.

GOLD STAR IN LIEU OF SECOND

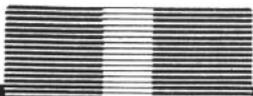


NAVY CROSS

★ Capt. Robert W. Hayler, USN, Muncie, Ind.: Participating in an engage-ment with numerically superior hostile naval forces, Captain Hayler, through his direction of gun and torpedo fire, contributed materially to the sinking and severe damage of all the enemy vessels. During the previous day, as part of a task force, he supported land-ing operations on New Georgia island, and, in the face of intense enemy fire, in submarine-infested waters, he effec-tively bombarded enemy shore batteries.

★ Comdr. Wreford G. Chapple, USN, Billings, Mont.: Sinking two ships and, in two other attacks, inflicting severe damage on two freighters, Commander Chapple displayed aggressive leadership and skill as commanding officer of a submarine on patrol in enemy waters.

★ To Comdr. William J. Millican, USN, Long Island, N. Y.; and Comdr. Dudley W. Morton, USN, Miami, Fla.: As com-manding officers of submarines in dan-gerous enemy waters, they took advan-tage of every opportunity to strike at the enemy and sank an important amount of Japanese shipping.



NAVY CROSS

★ Capt. Colin Campbell, USN, Arling-ton, Va.: Commanding a warship dur-ing landing operations on New Georgia island, Captain Campbell maneuvered his ship through restricted waters, effec-tively bombing shore batteries. The following day, while leading a forma-tion, his ship engaged in action with superior numbers of an enemy force and, through his brilliant direction of

accurate gunfire, succeeded materially in destroying or severely damaging all hostile vessels.

★ Capt. Francis X. McInerney, USN, Cheyenne, Wyo.: Commanding a squad-ron of destroyers as part of a task force during landing operations, 5-6 July 1943, in the Solomon Islands, Captain McIn-erney, in the face of intense hostile gun and torpedo fire, led his group through restricted, submarine-infested waters to effectively bombard enemy shore bat-teries. The following day, the same task force participated in an engage-ment with an enemy force and sank or damaged all hostile craft. When a cruiser of his own group was sunk, he returned with two destroyers and di-rected the rescue of 700 survivors, finally abandoning these activities to attack and sink two other enemy ves-sels and badly damage a third.

★ Comdr. Ephraim R. McLean, Jr., USN, Annapolis, Md.: While command-ing a warship in action against Japa-nese forces in the Kula Gulf on 4 and 5 July 1943, Commander McLean placed his ship alongside a vessel which had been torpedoed, and directed hazardous rescue operations. Although his ship was subjected to intense fire from coastal batteries, he continued his re-scue efforts until 75% of the personnel had been saved.

★ Comdr. Harry F. Miller, USN, Swiss-vaie, Pa.: As commanding officer of the USS *Jenkins*, part of a task force in operations at Kula gulf, 5-6 July 1943, Commander Miller directed accu-rate gun and torpedo fire which de-stroyed or severely damaged a large hostile vessel.

★ Comdr. William S. Post, Jr., USN, Los Angeles, Calif.: As commanding officer of the USS *Gudgeon*, Commander (then Lieutenant Commander) Post displayed brilliant tactical judgment in maneu-vering his ship into the most aggressive striking position, thereby destroying four enemy ships and damaging others.

★ Comdr. William K. Romoser, USN, Baltimore, Md.: As commanding officer of the USS *Radford* in a task force sup-porting troop landings at New Georgia island, 4-6 July 1943, Commander Ro-moser cleverly covered these vital ac-tivities by accurate screening, and effec-tively silenced enemy shore batteries. After refueling his ship, he rejoined the task force group to participate in an engagement with a numerically su-perior enemy force, continuing his per-formance until all hostile vessels were destroyed, or severely crippled. When a cruiser of his group was discovered to be sunk, Commander Romoser returned to the scene with another destroyer to save 440 survivors. Forced to abandon these efforts, he lead a further attack and sank two more enemy vessels and damaged a third.

★ Comdr. Edward O. Stephan, USN, Westgate, Md.: As commanding officer of a submarine in enemy waters, Com-mander Stephan attacked and damaged a large amount of Japanese shipping.

★ Comdr. Charles O. Triebel, USN, Peo-ria, Ill.: Commanding a submarine on patrol in enemy waters, Commander Triebel delivered torpedo and surface attacks against hostile vessels, destroy-ing a large amount of enemy shipping.

★ Comdr. Thomas L. Wogan, USN, Philadelphia, Pa.: During many days of search, attack, and escape, as com-manding officer of a submarine in the



—Official U. S. Navy Photograph.

HELPED SINK TWO SUBS:

Aboard an aircraft carrier at sea, Lt. Comdr. Lamar P. Carver, USN, Moline, Ill., is con-gratulated by Rear Admiral A. D. Bernhard, USN, after presentation of the Navy Cross. Leading his division in an attack on a nest of subma-rines in Casablanca Harbor, he personally made one of the two direct hits which sank two U-boats. He has since been promoted to Commander.

Pacific area, Commander Wogan di-rected his ship with such skill that he was able to sink one freighter and one transport, then bring his ship to safety.

★ Lt. Comdr. Bernard F. McMahon, USN, New London, Conn.: During his fifth war patrol in hostile waters, Lieut-enant Commander McMahon daringly maneuvered his submarine into position and sank a large amount of enemy shipping.

★ Lt. Comdr. Donald J. MacDonald, USN, New York City, N. Y.: As com-manding officer of the USS *O'Bannon* in a task force in the Solomon islands, 4-6 July 1943, he effectively bombarded enemy positions off Kula gulf, and safely maneuvered his ship close to a sinking cruiser to screen another de-stroyer assisting in rescue work. Later, the same force engaged a numerically superior enemy force and succeeded in sinking or damaging all hostile ships.

★ Lt. Comdr. Andrew J. Hill, USN, Pop-lar Bluff, Mo.: After effectively bom-barding enemy shore installations at Rice Anchorage, New Georgia island, 5-6 July 1943, as commanding officer of the USS *Nicholas*, he assisted a task force the following day in crippling and sinking the entire group of enemy ships. Returning to the scene when it was discovered that one cruiser of his group had been sunk, he materially assisted in saving approximately 300 survivors. Forced to cease their rescue work, the *Nicholas* and another destroyer sank two enemy vessels and badly damaged a third.

★ Lt. Comdr. Lawson P. Ramage, USN, Lowville, N. Y.: Commanding the USS *Trout* in action against hostile forces, during a period of intense activity, Lieutenant Commander Ramage skill-



—Official U. S. Navy Photograph.

HERO OF GUADALCANAL: *Admiral William F. Halsey, USN, Commander, South Pacific Force, presents the Silver Star Medal to Griffin H. Kerper, USN, PhM1c, of Philadelphia, Pa., for bravery during a Japanese attack on Guadalcanal, 13-14 September 1942. Disregarding his own safety, Kerper exposed himself to machine-gun, rifle and grenade fire while caring for wounded.*

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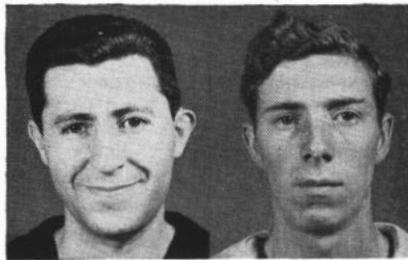
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GOLD STAR IN LIEU OF SECOND



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riers and assisted in the establishment of a naval base in the Fiji islands.

★ Rear Admiral Carlos Rotalde, Peruvian Navy: Remarkably well informed on naval affairs through long experience in posts of high command in the Peruvian Navy, Admiral Rotalde is largely responsible for the success of the U. S. naval mission to Peru. His loyalty to this country was a vital factor in strengthening the bonds of understanding between the two Americas.

★ Rear Admiral Mahlon S. Tisdale, USN, Coronado, Calif.: As cruiser task group commander of a task force in action against Japanese forces in the Battle of Santa Cruz Islands, Admiral Tisdale's force inflicted heavy losses on attacking air groups and afforded excellent protection to our carrier, thereby contributing in a large measure to the success of our forces.

★ Commodore James A. Logan, USN, Newport, R. I. (posthumously): As commandant of the Navy Operating Base at Londonderry, Northern Ireland, from 15 March to 4 September 1943, Commodore Logan was responsible for the efficient operation of the base, and for maintenance of cordial relations with representatives of Great Britain and Northern Ireland.

★ Air Commodore Sidney Wallingford, Royal New Zealand Air Force: As staff officer of the Royal New Zealand Air Force in the South Pacific Area, Commodore Wallingford developed a smoothly functioning liaison, coordinating the operations of his own group and the air units of the U. S. Army, Navy and Marine Corps.

★ Capt. Charles P. Coe, USN, Long Beach, Calif.: As operations officer for Commander Aircraft, South Pacific Force, from 21 September to 30 May 1943, Commander Coe directed the combat aircraft operations conducted by the Allied air forces in repeated attacks against enemy shore installations and shipping, and contributed materially to the destruction of large numbers of Japanese aircraft.

★ Capt. William F. Grimes, USNR, San Marino, Calif. (posthumously): After the raid on Pearl Harbor, Captain Grimes rendered valuable assistance in the transmitting station in the Eleventh Naval District. Later he visited various naval districts and helped procure personnel. In addition, he assisted in developing the aircraft warning service on the Pacific Coast (December, 1939 until his death in June, 1943).

★ Capt. Charles E. Olsen, USN, Waukegan, Ill.: As commanding officer of an advance naval base in the South Pacific Area from its inception until February, 1943, Captain Olsen set up and operated the base during an extremely hazardous period with outstanding ability.

★ Capt. Lorenzo S. Sabin, Jr., USN, Dallas, Texas: As commander of an attack group during the assault on Sicily, Captain Sabin carried through to a successful conclusion, placing Army units on designated beachheads. Later, as commander of all naval units at Licata, he coordinated the unloading of ships and the organizing of convoys.

★ Capt. Nelson Simas de Souza, Brazilian Navy: As officer in charge of Brazilian personnel during fire-fighting operations on a merchant ship, Captain De Souza skillfully coordinated the work of fire-fighting units and was



—Official U. S. Navy Photograph.

REAR ADMIRAL HALL HONORED: *In a North African port, Rear Admiral John L. Hall, Jr., USN, (right) stands at attention as Vice Admiral H. K. Hewitt, USN, (left) waits to pin the Distinguished Service Medal on Admiral Hall's chest for his outstanding leadership as a sea frontier force commander during the occupation of North Africa.*

largely responsible for holding the dock damages to a minimum and for saving the ship from total destruction.

★ Comdr. John B. Bowen, Jr., USN, Atlanta, Ga.: As communications officer for a task force during the Coral Sea action, and later for Aircraft, South Pacific Force, Commander Bowen organized and directed vital communications incident to aircraft operations under repeated aerial attacks.

★ Comdr. John L. Collis, USN, Honolulu, T. H.: Undeterred by the knowledge that a large Japanese naval force was approaching the exact position for his mine-laying operation, Commander (then Lieutenant Commander) Collis, as commander of a mine division, proceeded to his destination ahead of the enemy. Throughout a tense period in which the hostile units closed rapidly, he accomplished his mission.

★ Comdr. Edward R. Durgin, USN, Middle Haddam, Conn.: As commander of a destroyer squadron throughout the initial assault on Sicily, Commander Durgin succeeded in bringing tanks to specified beachheads on schedule. During the ensuing operations his destroyer units gave excellent fire support, making possible rapid progress by Army units ashore.

★ Comdr. Walter G. Ebert, USN, Parkersburg, W. Va.: He repeatedly maneuvered his submarine into favorable striking positions, and succeeded in sinking one Japanese vessel and severely damaging a valuable enemy tanker.

★ Comdr. William O. Gallery, USN, Winnetka, Ill.: While operations officer on the staff of a task force commander, Commander Gallery displayed brilliant initiative and executive ability in solving problems incident to the joint air

and surface operations, and in planning attacks on enemy bases and shore installations (9 December 1942 to 31 March 1943, Solomons area).

★ Comdr. Robert S. Quackenbush, Jr., USN, Cornwall-on-Hudson, N. Y.: As officer in charge of the South Pacific Photographic Interpretation Unit, Commander Quackenbush displayed efficient leadership in supervising aerial reconnaissance flights over enemy territory, and was largely responsible for the excellent photographic accomplishments in this area.

★ Comdr. Paul D. Stroop, USN, San Diego, Calif.: As flag secretary for the commander of a task force during the Coral Sea action, and as planning officer for Commander Aircraft, South Pacific Force, from 26 September 1942 to 4 April 1943, Commander Stroop displayed unerring judgment in making numerous recommendations affecting military decisions of great importance.

★ Lt. Comdr. Emerson E. Fawkes, USN, Omaha, Neb.: While aircraft materiel officer for Commander Aircraft, South Pacific Force, Lieutenant Commander Fawkes capably supervised the procurement and distribution of aviation materiel, and the repair of Navy and Marine Corps aircraft under extremely adverse conditions.

★ Lt. Comdr. John M. Krause, USNR, St. Louis, Mo.: As naval member of a U. S. military mission in Cayenne, French Guiana, Lieutenant Commander Krause used tact and understanding in his handling of the many diplomatic problems involved, and achieved distinctive success in his exacting post.

★ Lt. Comdr. John T. Stanley, USN, Staten Island, N. Y.: During fire-fighting operations aboard a merchant vessel loaded with a cargo of explo-



—Official U. S. Navy Photograph.

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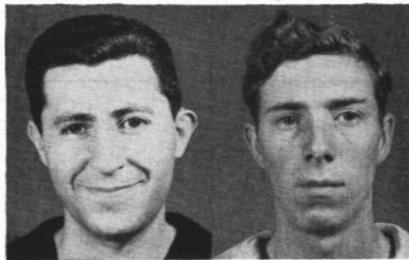
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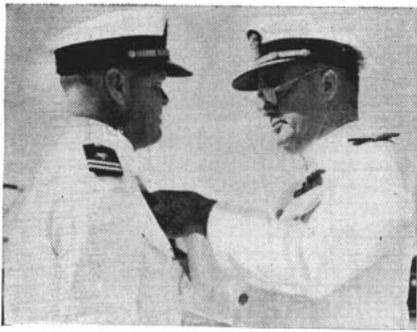


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—Official U. S. Navy Photograph.

DISCOVERED JAP TASK FORCE: *Lieut. Joseph M. Kellam, USN, Biscoe, N. C., receives the Silver Star Medal from Rear Admiral I. C. Sowell, USN, commandant of the Bermuda Naval Operating Base. While piloting a patrol plane in the South Pacific, Lieut. Kellam sighted a Japanese carrier and supporting force, closed in despite enemy fighters and ack-ack, and communicated full information to his base and his own carrier force.*

and several hours later he was rescued.

★ Lt. Comdr. Lawrence G. Bernard, USN, Deadwood, S. Dak.: By maintaining expert depth control throughout two successful attacks, Lieutenant Commander Bernard, as diving and executive officer, rendered inestimable service to his commanding officer during war patrols in Japanese waters.

★ Lt. Comdr. Merrill K. Clementson, USN, Washington, D. C.: In five successive war patrols, Lieutenant Commander Clementson, as both assistant approach officer and executive officer, through his complete knowledge of the ship and familiarity with the attack problem, was invaluable to his commanding officer in taking a heavy toll of enemy shipping.

★ Lt. Comdr. David R. Connole, USN, Madison, Ill.: In war patrols through enemy waters, Lieutenant Commander Connole, as diving officer of a submarine, performed his duties calmly and capably, with courage in keeping with the highest traditions of the naval service.

★ Lt. Comdr. Slade D. Cutter, USN, New London, Conn.: With outstanding skill and courage, Lieutenant Commander Cutter carried out his duties as assistant approach officer of a submarine during attacks against the enemy, which resulted in the sinking of a large amount of hostile shipping.

★ Lt. Comdr. Lawrence V. Julien, USN, Washington, D. C.: In a period of successful operations, Lieutenant Commander Julien, as assistant approach officer of a submarine, analyzed the torpedo problem while his ship was engaged in numerous actions against enemy shipping. His outstanding ability and accuracy in these operations con-

tributed directly to the sinking of nine enemy vessels.

★ Lt. Comdr. Russell Kefauver, USN, Brooklyn, N. Y.: During the first five war patrols in two submarines, Lieutenant Commander Kefauver, on one occasion while serving as navigator, maneuvered his ship into dangerous, shallow waters to destroy an enemy ship. On other activities he continually rendered invaluable assistance to his commanding officers, which resulted in the damaging of an important amount of hostile shipping.

★ Lt. Comdr. George W. Lautrup, Jr., USN, Yonkers, N. Y.: Efficiently operating the torpedo data computer and piloting his submarine through restricted enemy waters, Lieutenant Commander Lautrup, as executive officer and navigator, was of inestimable assistance to his commanding officer in sinking a large number of enemy ships.

★ Lt. Comdr. Marion T. Martin (MC) USN, Memphis, Tenn.: To provide medical attention for wounded personnel being evacuated from Guadalcanal by air, Lieutenant Commander Martin initiated a service to care for casualties en route and voluntarily accompanied evacuees on numerous flights, through hostile skies in unarmed and unprotected transport planes. During frequent periods of heavy bombardment by Japanese warships, he worked his way across heavily-shelled areas to relieve suffering men (29 April to 12 November, 1942).

★ Lt. Comdr. George Philip, Jr., USN, Rapid City, S. D.: As executive officer and navigator of a warship in the Solomons from 10 January to 6 April 1943, Lieutenant Commander Philip displayed outstanding initiative in numerous operations against Japanese shore installations, aircraft, surface craft and submarines.

★ Lt. Comdr. Edward D. Spruance, USN, Newport, R. I.: Through his outstanding ability in analyzing the torpedo problem, Lieutenant Commander Spruance, as assistant approach officer of a submarine during prolonged successful activities against enemy shipping, was of inestimable service in sinking four hostile ships and damaging others.

★ Lt. Comdr. James F. Standard (MC) USNR, Seattle, Wash.: While serving with a Marine aircraft wing at Guadalcanal during an attack by Japanese forces on the night of 13-14 October 1942, Lieutenant Commander Standard proceeded to the sick bay and led an ambulance through the shelled area in order to give aid to the wounded.

★ To Lt. Comdr. Paul C. Stimson, USN, Santa Monica, Calif.; Lt. Comdr. Jud F. Yoho, USN, Portland, Ore., and Lt. Herbert I. Mandel, USN, Brooklyn, N. Y.: As submarine officers, they participated in extensive war patrols in Japanese-controlled waters and calmly and efficiently performed their duties, thereby assisting materially in the destruction of considerable Japanese shipping.

★ Lt. Comdr. Willis M. Thomas, USN, Fresno, Calif.: As commanding officer of a submarine, Lieutenant Commander Thomas inflicted severe damage on an aircraft carrier. His superb seamanship under fire was an inspiration to officers and crew.

★ Lt. Comdr. Reuben T. Whitaker, USN, Hughes, Ark.: As commanding officer of a submarine during five patrols, Lieutenant Commander Whitaker car-



—Official U. S. Navy Photograph.

SAVED SUB FROM DISASTER: *Duncan C. McRae, Jr., CSM, USN, of Denver, Colo., received the Silver Star Medal in ceremonies at Pearl Harbor for heroism on a submarine. When he noticed that the conning tower hatch had been improperly closed and intruding water endangered the ship, McRae fought his way to the tower and securely fastened the hatch.*

ried on relentless search for enemy surface craft. On one patrol he attacked and sank a destroyer.

★ Lt. Frank W. Allcorn, III, USNR, Atlanta, Ga.: Despite the strain of prolonged undersea operations in enemy waters, Lieutenant Allcorn performed his duties as torpedo data computer operator on a submarine with courage and efficiency during three extensive patrols.

★ Lieut. Bruce G. Brackett, USNR, Seattle, Wash. (posthumously): Piloting a patrol plane in hazardous night actions and under adverse flying conditions, Lieutenant Brackett, throughout twelve particularly furious engagements, assisted in vital offensive operations. Disregarding his own safety and in the face of heavy anti-aircraft fire, he repeatedly illuminated evasive hostile targets (Solomon Islands, 16 December to 14 January 1942).

★ Lieut. James S. Bryant, USNR, Parkersburg, W. Va.: As diving officer during submarine operations, Lieutenant Bryant, by cleverly directing the depth control of his ship, made it possible to effect numerous undetected approaches to enemy craft. Through his outstanding ability, he assisted in the sinking of seven hostile ships, and in damaging others.

★ Lt. Victor S. Falk (MC) USN, Wauwatosa, Wis.: While serving with a Marine aircraft wing on Guadalcanal, Lieutenant Falk left his place of comparative safety and took an ambulance through intense enemy fire to pick up two injured officers and take them to the division hospital. Later he brought casualties in an ambulance to Henderson Field and accompanied them on a

plane to a base hospital (13-14 October 1942).

★ Lt. Theodore W. Marshall, USNR, Joplin, Mo.: Attached to Patrol Squadron 21 during the Japanese attack on Pearl Harbor, Lieutenant Marshall commandeered a truck and made repeated trips ferrying personnel to battle stations, although his vehicle was struck countless times by bomb fragments and machine-gun bullets. Despite his total inexperience with land planes, he attempted to engage the invaders in a fighter plane but it was damaged in the take-off by Japanese fire. Lieutenant Marshall then rushed to a torpedo bomber, went into the air, and pursued the Japanese for 150 miles until a depleted fuel supply forced his return to the station.

★ Lieut. Thomas P. McGrath, USN, Tucson, Ariz.: In an exposed station, and, despite the intensity of machine-gun opposition, Lieutenant McGrath, as first lieutenant and damage officer of a submarine, personally manned a machine gun maintaining it in accurate and effective fire against the enemy.

The occasion took place during a surface engagement with an armed Japanese patrol vessel, in the course of one of three successive war patrols. Lieutenant McGrath's cool, courageous conduct directly contributed to the total destruction and sinking of the hostile ship.

★ Lt. John L. Stockton, Jr. (DC), USNR, Little Rock, Ark.: When Japanese naval units and aircraft started a vicious bombing attack on Guadalcanal on the night of 13-14 October 1942, Lieutenant Stockton left a place of safety and went to the aid of a wounded officer about 40 yards away. Disregarding his own safety, he assisted in removing the injured officer and other casualties to a hospital.

★ Lieut. John B. Williams, Jr., USN, Reno, Nev.: As diving officer in a submarine, during submerged attacks, Lieutenant Williams contributed directly to the serious destruction and sinking of enemy shipping by his skillful depth control.

★ To Lt. (jg) Jesse A. Anderson, USNR, Roanoke, Va.; George L. Beals, S2c, USN, Wrentham, Mass.; and Donald E. Ball, F2c, USNR, San Antonio, Texas: while serving aboard a landing barge in Northwest African waters an enemy bombing plane made a low-level attack. Although the craft was new and there had been no opportunity for gunnery practice, they operated the two 20-mm. machine guns with such skill that several hits were scored on the enemy plane.

★ Lt. (jg) A. Parker Bryant, USNR, Lake Worth, Fla.: As executive officer of the PC-487 during an engagement with a Japanese submarine, Lieutenant Bryant assisted his commanding officer during a depth-charge attack, which forced the submarine to the surface, and later in ramming and sinking it. He took charge of the damage-control party and supervised the shoring of bulkheads, enabling the PC-487 to make port safely.

★ Lt. (jg) Frank H. Dean, Jr., USN, Washington, D. C.: While commanding a motor torpedo boat off the north coast of New Guinea, Lieutenant Dean sank ten armed and loaded Japanese landing barges, and either damaged or destroyed four others.

★ Machinist Karl Schramm, USN, Col-



—Official U. S. Navy Photograph.

ASSISTED SURVIVORS: Bruner W. Flowers, CPhM, USN, of Petersburg, Va., wears the Silver Star Medal presented him recently for gallantry when his ship was sunk off Savo Island. Picked up after spending ten hours in the water, Flowers at once resumed his first aid efforts in behalf of injured survivors and worked continuously for 36 hours without rest.

umbus, Ohio: While in charge of the main power plant aboard a submarine under attack, Machinist Schramm maintained the engineering equipment in perfect readiness, and, by his courage and calm leadership, contributed to the destruction of enemy shipping.

★ Andrew J. Beahm, CMM, USNR, Altadena, Calif.: When a shell from a shore battery struck the after engine room of his ship during the assault on French Morocco, Beahm, who was in charge, remained at his station and directed the removal of those less seriously wounded than himself. Although suffering acutely, he supervised the securing of all machinery and continued to carry out his duties until ordered to abandon the engine room.

★ To five enlisted crewmen of a submarine: Earle J. Blain, CRM, USN, Westfield, Mass.; Orville B. Hoel, CMoMM, USN, Cambridge City, Ind.; Lawrence F. Teder, FC1c, USN, Jasper, Ind.; Louis P. Villano, PhM1c, USN, Fort Lee, N. J.; and Henry H. Schnell, MoMM2c, USN, Cresskill, N. J.

During four consecutive war patrols they performed their duties with outstanding professional skill and excellent judgment, thereby contributing greatly to the success of the missions.

★ Oliver J. Cameron, CEM, USN, Eatonville, Wash.: While in charge of the main electric power plant and electrical equipment of a submarine in Japanese waters, Cameron kept his equipment in a constant state of readiness, and thereby contributed to the success of his ship in three war patrols.

★ To Jack B. Cravens, CEM, USN, San Diego, Calif.; John H. Epps, CMoMM, USN, Piedmont, S. C.; Kenneth L.

Gwinn, CTM, USN, Newcastle, Ind.; Ralph N. Shaver, CRM, USN, Groton, Conn.; and John W. Warren, SM1c, USN, Galesburg, Mich.: As crewmen of a submarine on three extensive war patrols, they efficiently performed their duties and assisted in destroying a large amount of enemy shipping.

★ To ten pharmacist's mates, for heroism during an attack by Japanese forces off Guadalcanal on the night of 13-14 October 1942: Vernon M. Floyd, CPhM, USN, Tchula, Miss.; Mark L. Shannon, CPhM, USN, Tahoka, Texas; Andrew P. Chitwood, Jr., PhM1c, USN, Fort Payne, Ala.; Lorin W. Heaton, PhM1c, USNR, Riverside, Calif.; Joseph E. Holwager, PhM1c, USNR, Newcastle, Ind.; John H. Lee, PhM1c, USN, Los Angeles, Calif.; Benjamin G. Martin, PhM1c, USNR, Mount Vernon, Wash.; Jack E. Macklin, PhM1c, USN, Felton, Del.; Talmadge L. Weaver, PhM1c, USN, Atoka, Okla.; and Kenneth J. McMenimen, PhM2c, USNR, Los Angeles, Calif.

When several salvos from Japanese warships fell short and exploded in a bivouac area, these men voluntarily left their place of safety at the height of the action and helped extricate wounded officers from their shelter, which was buried under a mass of debris. They carried the injured on litters to the sick bay bomb shelter, obtained blood plasma for them, and at dawn took them under fire to Henderson Field, where they were loaded into an ambulance plane.

★ Earl E. Nave, CTM, USN, Bibsonville, Calif.: While serving aboard a submarine as chief of the boat, Nave performed his duties in an outstanding manner during three aggressive and successful war patrols in enemy waters. By competent leadership and thorough knowledge of his ship, he rendered invaluable assistance to his commanding officer.

★ Lawrence P. Poor, CBM, USN, Marblehead, Ill.: Attached to the USS Dallas during the occupation of French Morocco, Poor skillfully performed his duties in the face of heavy gunfire as the Dallas proceeded up the shallow Sebou River to the Port Lyautey airfield. The thorough training he had given his men proved invaluable during the perilous journey.

★ David W. Remley, CTM, USN, Batavia, Ohio: As leader of the torpedo crew in a submarine, and through his efficiency and maintenance of armament, Remley assisted in the sinking or damaging of a large amount of enemy shipping.

★ Nathan T. Cottom, Jr., GM1c, USN, Portland, Ore.: When his ship was badly crippled and set afire during an engagement with a Japanese cruiser in the Solomons on 9 August 1942, Cottom, despite a painful fragment wound, personally removed heavy boxes of ammunition from the burning chart house. He also risked his life by entering damaged compartments to check the condition of magazines, and greatly aided in bringing a fierce, spreading fire under control.

★ Stanley F. Kline, EM1c, USNR, Graterford, Pa. (posthumously): As a member of an anti-sabotage party aboard a British warship during entry into the port of Oran, Algeria, on 8 November 1942, Kline crawled through a small overhead hatch and wormed his way along the deck under a hail of ma-

chine-gun fire to open a larger hatch, thus enabling 42 men to escape from a damaged compartment occupied by one of the boarding parties. Later, while loading clips for an automatic rifle which a chief petty officer was firing at an enemy destroyer, Kline was killed by the explosion from a nearby shell hit.

★ To Dana E. Linden, MoMMlc, USN, Portsmouth, Iowa; and Floyd A. Seyler, McMMLc, USNR, San Francisco, Calif.: After their ship, the PC-487, had attacked and twice rammed a hostile submarine, sending her to the bottom, they took charge of a damage-control party and attempted to stop the flow of water through holes in the hull. They worked desperately in one compartment in waist-deep water, with the sea continuing to rise, until ordered to leave by their superior officer. They then assisted in closing off that compartment and shoring the adjacent bulkheads.

★ Gardiner C. Paules, EMlc, USN, Huntington, W. Va.: During the sixth war patrol of his submarine, Paules, as first loader of the deck gun, loaded 85 rounds of ammunition in the face of intense fire from an enemy tanker, which was attacked and destroyed.

★ To seven enlisted men from the USS *Eberle* who lost their lives while boarding a blockade runner on 10 March 1943: Merton B. Myers, MMlc, USN, Pocahontas, Iowa; Alex. M. Diachenko, WT2c, USN, Mansfield Depot, Conn.; Joseph E. H. Metivier, Cox, USN, Plainfield, Conn.; Dennis J. Buckley, Flc, USN, Holyoke, Mass.; William J. Jones, Flc, USN, Belhaven, N. C.; Wilbur G. Davis, S2c, USNR, Traverse City, Mich.; and Carl W. Tinsman, S2c, USNR, Washington, D. C.

They were killed by a sudden violent explosion as they were preparing to ascend the ladder of the blockade runner to assist in hazardous salvage operations.

★ Clyde W. Poppa, BMlc, USN, Minneapolis, Minn.: As gun captain of a three-inch gun in the USS *Dallas* during the occupation of French Morocco, Poppa displayed great bravery in the support of Army raider troops. Efficiency of the ship's battery played a large part in the capture of the Port Lyautey airfield.

★ Walter C. Wann, Jr., PhM2c, USN, Bullards, Ore. (posthumously): During an engagement with Japanese forces in the Solomons on the night of 7 August 1942, Wann volunteered to cross the causeway between Gavutu and Tanambogo Islands, knowing that it was under direct fire of enemy machine guns. He braved enemy fire in order to render aid and return casualties to the aid station, thereby helping save many lives.

★ Walter B. Cobb, Cox, USN, Corbin, Ky. (posthumously): Blown overboard as the result of a direct bomb hit on his warship, Cobb was rescued by another vessel. He immediately volunteered as first loader of a gun similar to the one of which he was captain on his own vessel. He stood regular watches and manned his new station during a torpedo and high-level bombing attack the following day, until he was again thrown overboard by a direct hit.

★ Fred L. Barnett, Cox, USN, Haskell, Texas (missing in action): As gunner



Fred L. Barnett

aboard a warship during an attack by 20 Japanese torpedo planes, Barnett trained his gun on the lead plane but was wounded in the shoulder and back as two other planes approached from the port bow and strafed the ship. Although suffering acutely, he maintained his accurate and deadly fire until a lull in the engagement. Then, weak from loss of blood, he allowed his comrades to help him to the dressing station (26 October 1942, South Pacific area).

★ Francis A. Kincaid, Cox, USN, Portsmouth, Va.: While serving as gunner aboard a cruiser during action against Japanese forces off Guadalcanal on 12 November 1942, Kincaid remained at his 20-mm. machine gun despite serious face burns and brought down one enemy bomber in flames.

★ Thomas C. Beaty, GM3c, USNR, West Palm Beach, Fla.: When the merchant ship on which he was serving was fiercely attacked by enemy aircraft, Beaty rushed to an abandoned gun turret and started to tap out a jammed 20-mm. shell. Knocked to the deck as the shell exploded, and in great pain from three shrapnel wounds in his back, he concealed his injuries and continued to man other guns and to encourage his comrades throughout the engagement. Two hours later, when the all clear sounded, Beaty was forced by intense suffering to admit his serious condition.

★ Albert G. Millican, GM3c, USN, Portland, Ore.: While assistant gunner aboard a cruiser during action against Japanese forces off Guadalcanal on 12 November 1942, Millican manned his 20-mm. machine gun with skill and determination throughout the engagement, despite serious burns on his face.

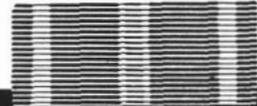
★ Joseph R. Odum, Flc, USN, Jacksonville, Fla. (missing in action): When the USS *Meredith* was sunk by 30 Japanese torpedo bombers on 15 October 1942, Odum held fast to his battle station and effectively manned a 20-mm. machine gun, despite the order to abandon ship. With the decks awash he kept up a persistent blaze of fire against Japanese planes which swept down for merciless strafing runs on helpless survivors. He was still firing his gun when the ship went down.

★ Lewis E. Samuels, GM3c, USN, Draper, N. C.: When his ship, while covering landing operations on Guadalcanal on 1 February 1943, was fiercely attacked by eight dive bombers, Samuels, although painfully injured, stood by his 20-mm. gun in the midst of flying shell fragments, and maintained fire. The attack repelled, he received medical treatment; then, promptly returned to his battery to replenish ammunition supplies. Later, Samuels rendered invaluable assistance to the ship's medical officers in the care and disposition of wounded.

★ To Joseph C. Tropea, GM3c, USNR, New Haven, Conn.; and Robert C. Tyler, Cox, USN, Tamaqua, Pa.: While serving aboard the USS *Niagara* in the

South Pacific during an attack by Japanese aircraft on 25 May 1943, they entered a blazing compartment in which small-arms ammunition was exploding and fought desperately to extinguish the fire, until forced out by flames which were hopelessly beyond control. When ordered to abandon ship, Tyler took charge of a gig, towed life rafts and rescued shipmates from the water.

★ Stanley D. Krieg, S1c, USNR, Spokane, Wash. (missing): As light captain of a searchlight aboard a cruiser, in action off Guadalcanal on 13 November 1942, Krieg was wounded by shrapnel at the opening of the action. However, he maintained his light in readiness despite his injuries and assisted in caring for the more seriously wounded.



DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Weldon L. Hamilton, USN, San Diego, Calif. (posthumously): As commander of an air group in the Solomons from 29 April to 5 June, 1943, Lieutenant Commander Hamilton personally led or accompanied his groups in eleven vital bombing missions. His airmanship and fighting spirit were responsible for severe damage inflicted upon enemy anti-aircraft positions, searchlights, and surface vessels.

★ Lt. Comdr. George R. Henry, USN, Sonnette, Mont. (missing in action): As flight leader of escort planes attached to a Marine aircraft group in the Solo-



—Official U. S. Navy Photograph.

**F O U G H T O F F J A P
P L A N E S:** Lieut. C. E. Rodebaugh, USN, of McKeesport, Pa., receives the Distinguished Flying Cross from Rear Admiral T. C. Kinkaid, USN, at a base in the Aleutians. Attacked by four Japanese fighters while his seaplane was on station as rescue ship for Army forces assaulting Kiska, Lieut. Rodebaugh repulsed 25 attacks with only minor damage to his ship.

mons, Lieutenant Commander Henry participated in nine daring attack missions against enemy ground installations, and in two attacks on task forces of 20 and 18 destroyers. He led his fighters in repeated attacks against Zeros, and personally shot down two enemy planes (2 February to 6 March 1943).

★ Lt. Comdr. Edward C. Outlaw, USN, Pensacola, Fla.: While flight leader of a fighter escort for bombing planes in the Solomons, Lieutenant Commander Outlaw led his planes in ten attacks against Japanese destroyers and positions at Munda Point and Vila Plantation from 2 February to 6 March 1943. On 7 February, he and his comrades shot down three Zeros and drove off the remainder, enabling our dive bombers to complete their mission successfully.

★ Lt. Leonard B. Smith, USN, Higgensville, Mo.: As a volunteer observer attached to the R.A.F. during an aerial search for the German pocket battleship *Bismark* on 26 May 1941, Lieutenant Smith kept a vigilant lookout for seven hours before sighting the *Prinz Eugene* in the water below. While ascending into the clouds, his PBV plane was hit by shrapnel from the hitherto unseen *Bismark*. For four hours thereafter Lieutenant Smith and the British crew remained above the *Bismark* and directed air and surface forces in the attack which sank the German warship.

★ Lt. (jg) Frederick W. Beideman, Jr., USNR, Jacksonville, Fla.: As a dive-bomber pilot in the Solomons on 4 February 1943, Lieutenant Beideman participated in an attack on 20 Japanese destroyers escorted by 20 to 30 Zero-type fighters, and scored a direct hit on one of the rapidly maneuvering ships.

★ Lt. (jg) Claude R. Frazier, USNR, Newtonville, Mass.: In a flight against forty hostile aircraft over the Russell islands, Lieutenant Frazier, serving with a Marine aircraft group, attacked a formation of eight in a headlong dive, shot down the tail plane. Then, climbing back into position, he struck again with such accuracy as to destroy another enemy plane.

★ Lt. (jg) Francis X Timmes, USNR, New York, N. Y.: As fighter pilot attached to a Marine aircraft group in the Solomons, Lieutenant Timmes covered our bombers in eleven attacks against Munda Point and Vila Plantation ground installations, and participated in three other attacks on large task forces of enemy destroyers. During one of these engagements with 20 to 30 Japanese fighters, he destroyed two Zeros and refused to withdraw from the conflict until ordered to do so by his squadron leader (2 February to 6 March 1943).

★ Lt. (jg) James H. Waring, USNR, Woodhaven, N. Y.: While defending the Russell islands from a hostile air raid, Lieutenant Waring, then an ensign, in company with other members of his Marine aircraft group, was attacked by superior number of enemy aircraft. Although unable to discard his auxiliary fuel tank, he fearlessly engaged a Zero, fighting with such determination that the enemy plane exploded in mid-air. Later in the action he shot down another enemy plane.

★ Radio Electrician W. G. Esders, USN, Pensacola, Fla.: While serving in a tor-

pedo bomber in an attack on a heavy cruiser, he assisted in making two hits and a probable third, despite poor visibility and very heavy gunfire from the cruiser and three accompanying destroyers. The next day he took part in the bombing of an ammunition dump at Cape Esperance, resulting in a terrific explosion (4-5 October 1942, British Solomons).

★ Billie Goodell, AMM2c, USN, Bessemer, Ala.: While gunner of a patrol plane, Goodell sighted a surfaced submarine at a considerable distance and manned his gun for the attack. Climbing partly out of the plane for more effective fire, he raked the vessel, accurately timing his fire with the launching of a depth-charge attack. His exceptional vigilance contributed to the complete destruction of the U-boat.



Billie Goodell

★ Benjamin M. Doggett, CAP, USN, Tuscaloosa, Ala. (missing in action): As a pilot of Torpedo Squadron 8, Doggett and three other torpedo pilots attacked a Japanese heavy cruiser and three destroyers which were proceeding toward Guadalcanal on 4-5 October 1942. He scored one of the hits which sank the cruiser. Later, Doggett set off a terrific explosion in an ammunition dump at Cape Esperance, but his plane crashed into the water while withdrawing from this action at a very low altitude.

★ Joe B. Sheridan, ACOM, USN, Cantonment, Fla.: As control bomber in the leading section of a torpedo squadron, Sheridan, in the face of heavy anti-aircraft fire, scored a direct hit on a Japanese seaplane carrier, resulting in the destruction of the aircraft on deck and the disabling of the vessel (at Salamaua and Lae, 10 March 1942).

★ Lewis M. Thompson, CAP, USN, San Diego, Calif.: As co-pilot of a patrol plane during the rescue of survivors of a torpedoed merchant ship, Thompson handled the engine throttles in close cooperation with the pilot to land the plane in a rough and dangerous sea. After the 16 men and one woman had been taken aboard, he aided in a safe takeoff of the overloaded plane.



NAVY AND MARINE CORPS MEDAL

★ Comdr. John E. Lee, USN, San Diego, Calif.: During a period of intense activity against Japanese forces, Commander (then Lieutenant Commander) Lee destroyed seven enemy ships by skillfully directing his submarine into striking positions under extremely dangerous conditions.

★ Lt. Comdr. Raymond H. Bass, USN, Eagelette, Ark.: In launching torpedo attacks on Japanese ships, Lieutenant Commander Bass, commanding officer of a submarine, sank three and severely damaged two of the enemy vessels.

★ To Lt. Comdr. Robert H. Close, USN, Rye, N. Y.; and Lt. Comdr. William

Winter, Jr., USN, Waterford, Conn.: As officers aboard a submarine during the vessel's second and third patrols, they displayed great technical knowledge and keen initiative in the performance of their duties, thereby contributing to the success of the vital missions assigned to this submarine.

★ Lt. Comdr. John J. Foote, USN, Brooklyn, N. Y.: Lieutenant Commander Foote's admirable and thorough performance of duty as diving and engineering officer in a submarine contributed invaluable to the sinking of an important amount of enemy craft, and the damaging of a large hostile tanker.

★ Lt. Comdr. Blish C. Hills, USN, Troy, Kans.: Showing superior practical knowledge and excellent judgment in performing numerous essential duties as executive officer, navigator and assistant fire control officer of a submarine, Lieutenant Commander Hills offered invaluable assistance in the destruction and sinking of considerable Japanese shipping.

★ Lt. Comdr. Arthur F. Pfister, USCGR, Queens, N. Y.: As officer in charge of the fireboat fleet during fire-fighting operations aboard a merchant vessel loaded with explosives, Lieutenant Commander Pfister skillfully directed the operations of three Coast Guard fireboats. He worked tirelessly for hours, contributing in large part to preventing an explosion which would have done incalculable damage to vessels and installations in New York Harbor (24 April 1943).

★ To three officers, serving aboard the USS *Gudgeon*, who displayed the highest traditions of the naval service in their unwavering courage and devotion to duty: Lt. Comdr. Harmon B. Sherry, USN, LaMesa, Calif.; Lieut. Albert R. Strow, USN, Paducah, Ky., and Lt. (jg) George H. Penland, Jr., USNR, Dallas, Tex.

★ Lt. Comdr. William B. Sieglaff, USN, Albert Lea, Minn.: Guiding his submarine into advantageous striking positions, Lieutenant Commander Sieglaff destroyed several enemy ships, and completed his vital mission against the Japanese forces during a period of heavy activity, and under adverse conditions.

★ Lt. Frank W. Bampton, USN, Tacoma, Wash.: As executive officer of the USS *Wasmuth*, with his ship broken in two, the stern gone and the after engine-room flooded during a storm in the Aleutian Islands, Lieutenant Bampton led a damage-control party into the rapidly filling engine room and worked with his men to maintain the buoyancy of their stricken ship. Through his leadership, the *Wasmuth* remained afloat nearly four hours until another ship maneuvered alongside and rescued the entire crew without loss or injury (27 December 1942).

★ Lieut. Sigmund A. Bobczynski, USN, Lansing, Mich.: While attached to the USS *Gudgeon* in action against the Japanese, Lieutenant Bobczynski's courageous zeal and unwavering devotion to duty were in keeping with the highest traditions of the service.

★ Lt. Don C. Bowman, Jr., USNR, St. Louis, Mo.: During a submarine patrol in enemy waters, Lieutenant Bowman's excellent judgment and ability in the solution of fire-control problems rendered inestimable assistance to his

commanding officer in sinking an important amount of enemy shipping.

★ Lieut. Robert L. Denton, usn, Moatsville, W. Va.: Taking part in numerous attacks against hostile vessels, Lieutenant Denton, as diving and damage-control officer aboard a submarine, contributed to the damaging or sinking of a large amount of enemy shipping.

★ To Lt. Robert L. Gurnee, usn, St. Paul, Minn.; and Lt. (jg) Robert G. Black, usnr, Gallatin, Mo.: During four patrols in enemy waters as officers of a submarine, they displayed courage and skill while performing their duties thereby contributing to the successful completion of important missions.

★ Lieut. William H. Kilgore, usnr, Villa Rica, Ga.: During four submarine war patrols, as assistant torpedo data computer operator and operator of the plotting board, Lieutenant Kilgore skillfully and cleverly assisted in obtaining quick analysis of fire-control problems, contributing to the success of his ship in inflicting heavy damage on enemy vessels.

★ Lieut. Paul E. Loustaunau, usn, San Antonio, Tex.: By his outstanding knowledge and performance of duty, Lieutenant Loustaunau, while serving aboard a submarine as torpedo data computer operator and torpedo officer, assisted in the sinking of a considerable number of enemy vessels.

★ Lieut. Edward F. O'Brien, Jr., usn, West Medford, Mass.: In several war patrols against enemy forces, and under extremely hazardous circumstances, Lieutenant O'Brien manned his battle station with outstanding professional skill, thereby rendering his commanding officer invaluable service in keeping his vessel in effective fighting condition.

★ Lieut. Ralph F. Pleatman, usnr, Cincinnati, Ohio: In a surface engagement with an enemy patrol vessel, and despite heavy Japanese machine-gun opposition, Lieutenant Pleatman, as torpedo and gunnery officer of a submarine, manned a 20-mm. gun. In an exposed position, he maintained accurate and effective fire, which finally resulted in the total destruction and sinking of the enemy craft.

★ Lieut. Charles W. Rush, Jr., usn, Dothan, Ala.: In the face of grave hazards, Lieutenant Rush maintained his submarine in perfect fighting condition, manned his battle station with skill, and rendered his invaluable service to commanding officer.

★ Lieut. Roger N. Starks, usn, Hartford, Conn. (posthumously): When the *uss R-12* was lost at sea, Lieutenant Starks, as navigator and second officer, disregarded his personal safety and stood at his post directing efforts to save his ship. Although standing at the only possible exit, he made no effort to use it, although realizing that the uncontrolled flooding of the ship placed him in grave danger.

★ Lieut. Charles W. Styer, Jr., usn, Coronado, Calif.: As assistant torpedo data computer operator and assistant approach officer of a submarine on three war patrols, Lieutenant Styer displayed remarkable skill in analyzing fire-control problems, thus materially assisting in the damage of enemy vessels in eleven successful attacks.

★ Lt. (jg) Louis M. Richardson, usn, Norwich, Conn.: While serving as chief of the boat and watch officer aboard

a submarine, Lieutenant Richardson's thorough knowledge and excellent performance of duty was of considerable assistance to his commanding officer in the sinking and damaging of a hostile tanker, as well as a large amount of other enemy craft.

★ To Lt. (jg) Francis R. Sanborn, usnr, Traverse City, Mich.; and Rex Beach, AMM1c, usn, Tulsa, Okla.: When their Navy bomber struck the end of the runway at Henderson Field and burst into flames, they remained in the blazing wreckage, although cut and burned, to help rescue the unconscious radio-man-gunner. They labored frantically for ten minutes until they freed the man, dragged him clear and took cover in a foxhole to protect him from repeated explosions (28 February 1943).

★ Lt. (jg) James R. Wollenberg, usnr, San Francisco, Calif.: During the rescue of the crew of a stranded U. S. warship, Lieutenant Wollenberg maneuvered a power boat through mountainous seas, many times narrowly escaping death, and personally rescued ten of his shipmates.

★ Ens. Philip R. Dering, usnr, Chicago, Ill.: In rescuing a woman from drowning in the waters off Ponte Vedra Beach, Fla., 4 August 1943, Ensign Dering braved the treacherous current which had carried the victim far out, and with skill and perseverance against great odds brought her safely back to the shore.

★ Ens. Charles T. Harbin, usn, Denver, Colo.: Protected only by a face mask, Ensign Harbin, serving aboard a submarine, voluntarily risked his life in entering treacherous, shark-infested waters to remove a fouled torpedo tube gasket and install another. Fully aware that a sudden appearance of hostile surface vessels or aircraft during these operations would force his ship to submerge immediately and leave him help-

less, he continued his work which enabled the ship to continue her patrol and to inflict further damage on the enemy.

★ Ens. William L. Sutherland, Jr., usnr, Rexburg, Idaho: When the *uss Kanawha* was struck by bombs and set aflame, Ensign Sutherland observed the fire from a beach and promptly commanded a boat on his own initiative and conducted a voluntary rescue mission. Maneuvering the craft to a point hazardously close to the blazing tanker, he picked up thirty survivors of the stricken vessel and returned them safely to the island.

★ Benjamin F. Allen, CMoMM, usn, San Diego, Calif.: When heavy seas smashed certain equipment on his submarine, Allen struggled for three-quarters of an hour in darkness to clear the wreckage and prevent the fouling of his ship's screws and stern plates. Although in imminent peril of being washed overboard by the surf, he persevered until his voluntary task had been accomplished.

★ Vesper E. Burks, CMoMM, usn, Stockton, Calif.: As chief petty officer in charge of the engineroom of a submarine during seven patrols, Burks showed exceptional ability and leadership. On one occasion, when an accident occurred to one of the main engines, Burks effected prompt and efficient repairs, thereby insuring the safety of his ship.

★ To Forest D. Hale, CMoMM, usn, Wahoo, Neb.; Aubrey G. Hamlett, CMoMM, usn, Naylor, Mo.; Charles E. Harmon, CEM, usn, Summerville, S. C.; Paul Miller, CEM, usn, Kittery, Me.; Harold J. Rahner, CTM, usn, Brooklyn, N. Y.; Chesley V. Severns, CCSt, usn, New Britain, Conn.; Roger F. Smith, CEM, usn, Long Beach, Calif.; and Joseph Struzynski, CMoMM, usn, Gales



—The Hoist (NTS, San Diego).

"Out with it, you rat! Who won the Army-Navy game?"

Ferry, Conn. and Charles H. Homewood, TM1c, USNR, Detroit, Mich.:

While serving aboard submarines on dangerous patrols in enemy waters, they displayed courage and skill in performing their duties, thereby contributing immeasurably to the successful completion of important missions.

★ Richard R. J. Jailliet, CBM, USN, Springfield, Mass.: After climbing aboard a flaming rearming boat and fighting the blaze until it was beyond control, Jailliet dived overboard and saved a drowning seaman by giving him his life jacket. This occurred while he was attached to a warship engaged in salvaging a tanker in the Atlantic Area. Jailliet was finally picked up after swimming through gasoline-covered water, and, taking the stroke oar of the rescue boat, preserved morale of the crew when the rearming boat exploded 40 yards away.

★ Wilbur Lewellyn Jones, CMoMM, USN, Compton, Calif.: Jones directly assisted in the damaging or sinking of a large amount of Japanese shipping by maintaining the engineering equipment of his submarine in a constant state of readiness for action.

★ To two enlisted men for their heroic endurance during the refloating of a U. S. warship: Jack F. Martin, CSF, USNR; and Kenneth F. Tinsley, M1c, USNR; both from Los Angeles, Calif.

Despite gales, sub-freezing temperatures, snow and the threat of air attack, Martin and Tinsley made repeated underwater dives, when other divers were unable to stand the extreme cold. In one day the men remained submerged for periods totaling nine hours at a water temperature of 36° F.

★ Frank Martini, CSM, usn, Belleville, Ill.: While serving as a special lookout aboard a submarine on war patrols, Martini's strict attention to duty in locating and tracking enemy vessels resulted in the early sighting of distant Japanese ships and in keeping contact with them for favorable attack position.

★ Arthur T. McArdle, ACMM, usn, Brooklyn, N. Y.: When a plane crashed after take-off and burst into flames on the outer fringe of the airfield, McArdle discovered an unexploded 100-pound bomb in a pool of blazing oil. He unhesitatingly removed the bomb and smothered it in a puddle of water and wet sand, then, although suffering from second-degree burns, labored at the scene until ordered to the dispensary (Naval Auxiliary Air Station, Jacksonville, Fla., 31 July 1943).

★ While attached to a submarine in the Southwest Pacific, four enlisted men crossed rough seas from their ship in a rubber boat, landed on a strange, enemy-controlled island, and made possible the rescue of twenty-eight stranded men. Those cited were William N. Low, TM2c, usn, Detroit, Mich.; Raymond F. Foster, TM1c, usn, Talmadge, Calif.; Ray J. McKenna, CTM, usn, Hardy, Iowa; Irving W. Hornkohl, TM3c, usn, Broomfield, Colo.

★ Rex L. Murphy, CMoMM, usn, Honolulu, T. H.: Carrying out his duties in submarine engine rooms skillfully and accurately, Murphy, maintained the engineering plants in a constant state of preparedness, contributing to the success of his vessel in sinking or dam-

aging of a vast amount of enemy shipping.

★ Franciszek Ozga, CMoMM, usn, Northampton, Mass.: By maintaining the engineering equipment in a perpetual state of readiness for action, Ozga, while serving aboard a submarine, directly assisted in damaging and sinking of much enemy shipping.

★ Elma G. Solomon, CEM, usn, Carbon Hill, Ala.: Serving aboard a submarine on four highly successful patrols, Solomon performed his duties thoroughly and efficiently, thereby rendering valuable assistance in the sinking or damaging of an important amount of Japanese shipping.

★ Frederick A. Widel, ACOM, usn, San Diego, Calif.: While on fire watch at Border Field on 5 May 1941, Widel saw two men parachuting from a disabled plane into the sea about 200 and 300 yards off shore, at Imperial Beach, Calif. He plunged into the sea and assisted the pilot to shore, then attempted to fight his way through the surf to reach the other man, who was floating unconscious in a life jacket. After four or five futile attempts, he was forced by exhaustion to return to the beach where he was given restorative treatment.

★ Everett H. Almond, ARM1c, usn, Blackwell, Okla. (posthumously): As



radioman-gunner of a plane forced down at sea off the Samoan Islands on 16 May 1943, Almond, although stunned by the impact of the crash, extricated the pilot from the cockpit just a few seconds before the plane went down. He kept the injured flyer afloat, fastened him to a life jacket and administered aid until the man regained consciousness. When they were attacked by sharks, Almond attempted to remove his own life jacket and swim away so that the sharks might be diverted from the pilot. He gallantly gave his life that another might live.

★ Albert Berendt, MM1c, usn, Granite City, Ill.: While serving aboard the *uss Laffey* during rescue of survivors from the torpedoed *uss Wasp*, Berendt dived over the side of his ship innumerable times to swim considerable distances with a line to rescue the survivors, most of whom were at the point of exhaustion.

★ Gene A. Coray, SF1c, usn, Payson, Utah: When an injured man fell into the sea during the abandoning of the *uss Aaron Ward* on 7 April 1943, Coray leaped from the auxiliary vessel on which he was serving and secured a lifeline around the helpless man, who then was hauled aboard. As a result of his action, Coray was forced away from the rescue vessel by propeller wash and for some time remained in the water, until saved by a boat searching for survivors.

★ John Erem, QM1c, usn, Bell, Calif.: During five successful patrols aboard a submarine, Erem's skill and judgment were invaluable to his commanding officer in the sinking of an important amount of enemy shipping. Twice,

when his vessel was diving, Erem saved the lives of his shipmates by remaining at his station to clear and close the conning tower hatch, despite rushing water.

★ Guido Lapore, SC1c, usn, Firestone, Colo.: Noticing a battered and sinking plane near his ship in the Hawaiian area on 12 May 1943, Lapore jumped overboard and battled through heavy seas for 150 yards to one of the survivors. After giving him a life jacket, Lapore assisted two of his shipmates who were bringing in another injured survivor.

★ George W. Lytle, Ck1c, usn, Knoxville, Tenn.: Rendering material assistance in sinking and damaging a considerable amount of enemy shipping, Lytle discharged his duties as petty officer of the forward battery compartment and first loader of the deck gun in a spirit which enhanced the fighting morale of the entire crew.

★ Leroy C. Morrow, BM1c, USNR, Green Hills, O.: When Japanese planes dropped bombs near his motor torpedo boat base at Tulagi on the night of 5 March 1943, killing or injuring all officers, Morrow took charge of the remaining personnel and directed the efforts of his comrades in extinguishing the fires, thereby contributing to the saving of the base.

★ Irving L. Pate, RT1c, USNR, Bonners Ferry, Idaho: By his skill and accuracy in operating the special equipment under his care during three successful war patrols in enemy-controlled waters, Pate directly contributed to the destruction of a hostile destroyer.

★ Hoke Smith, MM1c, USNR, Miami, Fla.: Braving a strong current at the mouth of the river at Savannah Beach on 16 August 1943, Smith swam through heavy surf and rescued one of two boys caught in the swirling currents. He was forced to release the second child in order to swim back to the shore. Once there he administered artificial respiration to the surviving boy.

★ John W. Willis, B1c, usn, New Bern, N. C.: When one of his comrades from the *uss Cascade* fell over the side, Willis dived in and succeeded in getting the man aboard a whaleboat, despite the man's dazed and frantic opposition. His quick action undoubtedly saved the man's life (28 June 1943).

★ St. Delifield Boyd, MM2c, usnr, St. Louis, Mo.: Realizing that a civilian on top of the boom of a back hoe had fouled the high-tension wires and lost consciousness, Boyd ascended the boom, pulled the man free, and carried him down, thereby saving his life. (Naval Air Station, Barber's Point, T. H., 8 May 1943).

★ To two enlisted men in the *uss Escanaba*, Coast Guard cutter, who died during successful rescue operations on a torpedoed ship in the North Atlantic: Warren T. Deyampert, StM2c, uscg, Pittsburgh, Pa., and Forrest O. Rednour, SC2c, uscg, Chicago, Ill.

Subjected to pounding seas and bitter cold, Deyampert and Rednour swam through black, icy waters on rescue missions for nearly four hours. Although faced with the menace of possible enemy submarine action, of being crushed between rafts and the ship's side, or of being struck by a propeller blade if the engines backed, they continued diving under the counter

of the constantly shifting ship. Their efforts prevented survivors from being caught in the suction of the screws; on one occasion Rednour retrieved an entire, loaded raft.

★ Vernard M. Hier, PhM2c, USN, Bristol, Vt.: Following a plane crash in the harbor of Noumea, New Caledonia, on the afternoon of 30 March 1943, Hier dived from the side of a rescue boat, swam to the injured pilot, broke his desperate hold from the tail of the wrecked craft, and started with him toward the crash boat just as the plane took its final plunge.

★ Robert Q. Johnson, AMM2c, USN, San Diego, Calif.: When a fighter plane crashed and caught afire at the Naval Air Station, San Diego, on 8 December 1942, Johnson fought his way through an inferno of fire and smoke and removed the unconscious pilot from the blazing wreckage.

★ To John J. Murphy, PhM2c, USNR, Malden, Mass.; Hugh D. Tiller, Flc, USN, Lexington, Ga.; William E. Mulcare, Slc, USN, Concord, N. Y.; and Donald R. Rooney, Slc, USNR, Thorndike, Mass.: When a gasoline explosion and raging fire occurred aboard a U. S. merchant vessel, they skillfully assisted in fighting the fire and in casting off the mooring lines so that the ship could be towed away, thereby preventing damage to shore establishments and other ships in the harbor.

★ To Robert H. Gross, Cox, USCG, Glendale, Calif.; and Russell M. Speck, Cox, USCG, South Gate, Calif.: As coxswains of power boats during the rescue of men from a stranded warship, they skillfully maneuvered their boats through mountainous seas which were breaking over the sinking ship and adjacent rocks and rescued 15 of their shipmates.

★ Wallace E. Hicks, GM3c, USN, Merced, Calif.: Sighting the survivors of a plane crash off the side of his ship, Hicks dived overboard and swam to a man near the wing of the wrecked plane. He gave the injured man a life jacket and succeeded, with the help of a comrade, in getting the survivor to the ship. He then returned and rescued another survivor.

★ George W. Prichard, Cox, USCG, Loup City, Neb.: As coxswain of a power boat which was taking survivors from a stranded warship, Prichard maneuvered his boat through mountainous seas which were breaking heavily on board the sinking vessel, and personally rescued 15 of his shipmates.

★ John S. Vandeleur, SM3c, USCG, Portland, Oreg.: Refusing safety in a rescue boat, Vandeleur remained aboard his rapidly sinking ship to assist a helpless survivor. Later he supported the man until help arrived, thereby saving the life of a shipmate.

★ Marcel V. Viens, Cox, USNR, Turners Falls, Mass. (posthumously): After witnessing an unsuccessful attempt to save a comrade trapped in a gas-filled compartment, Viens entered the compartment in which his unconscious shipmate lay and secured a line around him. Although finally overcome by the fumes himself, his action succeeded in saving the life of his comrade.

GOLD STAR IN LIEU OF SECOND



AIR MEDAL

★ Lt. Comdr. Edward W. Hessel, USN, Cincinnati, O.: As a member of a Marine aircraft group in the Solomons, Mr. Hessel directed his flight of escort fighters in four missions against ground installations and in two attacks on enemy task forces of 18 and 20 destroyers protected by 20 to 30 Zeros. Once he fought his plane with such skill that he downed one Zero and assisted in dispersing the others (4-15 February 1943).

★ Lamon E. Darby, PhM1c, USNR, Lipan, Tex.: While attached to Aircraft, South Pacific Force, Darby participated in many flights over enemy-held territory and was successful in obtaining aerial reconnaissance photographs. He often carried on this task while under fire from enemy planes and anti-aircraft guns.

★ Florian G. Erickson, Slc, USNR, Bakersfield, Calif.: When an Army sergeant lost his footing while stepping from the ship's deck to the dock platform and plunged into the sea, Erickson, with great presence of mind, dived approximately twelve feet into cold water; swam under the dock and between the piles to the drowning man and hauled him to safety.



AIR MEDAL

★ Comdr. Charles E. Brunton, USN, Sonber, Calif.: As commander of a torpedo plane squadron in the Solomons area from 3 February to 1 March 1943, Commander Brunton led his squadron in five successful attacks against Japanese installations at Munda Point and the Kahili-Buin-Ballale area. His squadron inflicted severe damage and greatly weakened the enemy's resistance in this area.

★ Lt. Comdr. Harold S. Bottomley, Jr., USN, Merchantville, N. J.: As commanding officer of a bombing squadron in the Solomons from 20 February to 10 March 1943, Lieutenant Commander Bottomley led his squadron in seven daring attacks on air bases at Munda and Vila, and was largely instrumental in rendering these bases ineffective for use by the Japanese.

★ To Lt. Comdr. Robert W. Jackson, USN, Cleveland Heights, Ohio; and Lt. (jg) Robert R. Stalker, USNR, Framingham, Mass. (missing in action): As members of a Marine aircraft group in the Solomons, they participated in attacks on ground installations and one attack against 18 destroyers protected by 20 to 30 Zeros. They assisted in dispersing the enemy fighters and Lieutenant Stalker shot down one.

★ To Lt. Comdr. Michael C. Maione, USNR, Syracuse, N. Y.; Lt. (jg) William H. Armstrong, USNR, Christchurch, Va.; and Lt. (jg) Thomas D. Roach, USNR, Bogata, Texas (missing in action): As fighter pilots escorting our

bombers in the Solomons area during February and March, 1943, they took part in many raids on ground installations at Munda Point and Vila Plantation. Their flight, while attacking a Japanese task force of 20 destroyers, dispersed 20 to 30 Zeros before they could impair the success of the mission.

★ To Lt. Comdr. Donald E. McKee, USN, Warrington, Fla.; Lt. Comdr. Ross E. Torkelson, USNR, Everest, Kans.; Lt. (jg) Roy B. Dalton, USNR, Arkadelphia, Ark.; Lt. (jg) Gerald Hogin, USNR, Modesto, Calif.; Lt. (jg) Charles C. Sanders, USNR, Roswell, N. M.; and Lt. (jg) Burt W. Sperry, USNR, Monroe, La.: Attached to a fighter escort group in the Solomons during February and March, 1943, they made many vigorous and successful raids on ground installations at Munda Point and Vila Plantation. Later, they took part in an attack on a Japanese task force of 20 destroyers and disrupted an opposing wave of Zeros. Lieutenant Commander McKee, Lieutenant Commander Torkelson, and Lieutenant Sperry each shot down one Zero.

★ Lt. Comdr. William L. Richards, USN, Collingswood, N. J.: Leading a flight of six patrol bombers under extremely adverse flying conditions, Lieutenant Commander Richards pressed home a determined attack upon the Japanese air base at Nauru Island on the night of 26 March 1943. He successfully located the cloud hidden target and all planes returned safely to their base.

★ Lt. Robert B. Hays, USNR, Kansas City, Kans.: As pilot of a patrol bomber, Lieutenant Hays flew during daylight to an enemy-held island near a strong Japanese air base and rescued six crew members of a Flying Fortress who were stranded among friendly natives.

★ Lieut. John N. Myers, USN, Michigan City, Ind.: As commanding officer of a torpedo squadron in the Solomon Islands area, 20 February to 10 March 1943, Lieutenant Myers courageously led his squadron in five attacks upon enemy air bases at Munda and Vila, and scored direct hits on numerous well-fortified installations.

★ Lt. Alva A. Simmons, USNR, Portales, N. M. (posthumously): Braving heavy anti-aircraft opposition, Lieutenant Simmons participated in nine attacks on ground installations at Munda Point from 2 February to 3 March 1943. In an attack 4 February upon a Japanese task force of twenty destroyers escorted by 20 to 30 fighters, he assisted in repulsing the enemy.

★ Lieut. James H. Smith, Jr., USN, South Weymouth, Mass.: Realizing that the impending darkness would lessen the chance of saving seven survivors on a rubber raft, Lieutenant Smith, piloting a patrol plane in the Hawaiian Area, landed his plane despite a heavy sea; effected the rescue, and took off without injury to plane or personnel.

★ Lt. Robert E. Sorensen, USNR, Chicago, Ill.: While escorting our bombers on a mission against 18 Japanese destroyers on 4 February 1943, Lieutenant Sorensen was attacked by four Zeros. Fighting desperately against tremendous odds, he destroyed one Japanese plane before his own was shot down. He was rescued from the sea by natives

and subsequently returned to Guadalcanal.

★ Lieut. (jg) Earl B. Abrams, USNR, Clinton, Conn.: As second pilot of a patrol plane which engaged a submarine, Lieutenant Abrams assisted the pilot during a machinegun and depth charge attack, despite determined anti-aircraft fire from the enemy ship. His cooperation contributed to her probable sinking.

★ Lieut. (jg) Ralph W. Burns, USNR, Marlboro, Mass. (missing in action): While participating in a glidebombing attack on hostile submarines in Casablanca Harbor during the occupation of French Morocco, Lieutenant Burns braved intense anti-aircraft fire to score either hits or near misses. On another mission he assisted in attacking and probably sinking a U-boat 8-11 November 1942.

★ Lieut. (jg) Patsy Capano, USNR, Fall River, Mass.: During the occupation of French Morocco, Lieutenant Capano delivered a determined bombing attack on an enemy battleship in Casablanca Harbor 8-11 November 1942 although opposed by heavy anti-aircraft fire from both land and sea.

★ Lieut. (jg) Paul E. Coughlin, USNR, Edina, Mo.: As pilot of a plane attached to a warship during the occupation 8-11 November 1942 of French Morocco, Lieutenant Coughlin attacked a submarine and dropped his depth charge with such accuracy that the enemy craft was severely damaged and was beached by her crew to avoid sinking.

★ Lieut. (jg) Leland E. Dobberstein, USNR, New London, Wis.: As navigator and gunner of a patrol plane during an attack on Japanese ships in Kiska Harbor, Lieutenant Dobberstein assisted in determined dive-bombing and strafing. As he pulled out in the clear at a very low altitude, his plane was subjected to withering gunfire and pierced by shrapnel and lighter caliber projectiles.

★ Lieut. (jg) William R. Doerr, USNR, Chicago, Ill.: Despite high winds, snow, rain and fog, Lieutenant Doerr piloted his patrol plane on hazardous scouting missions, all-night aerial patrols, and launched repeated bombing attacks June 1942 on Japanese ships in Kiska Harbor in the face of tremendous anti-aircraft fire and fierce fighter opposition.

★ Lt. (jg) William L. Dodd, USNR, Marion, Ill.: Attached to a Marine aircraft group in the Solomons from 2 to 20 February 1943, Lieutenant Dodd took part in nine daring attacks against ground installations at Munda Point and Vila Plantations and in two attack missions against large task forces of enemy destroyers. Opposed on one occasion by 20 to 30 Japanese fighters, he personally destroyed one of the Zeros.

★ To four dive-bomber pilots for action against Japanese forces in the Solomons area from 20 February to 10 March 1943: Lt. (jg) Clarence B. Gregg, USNR, Elgin, Okla.; Lt. (jg) Gordon L. Kennedy, USNR, Costilla, N. M.; Lt. (jg) George B. Nixon, USNR, Oakland, Calif.; and Lt. (jg) Frank E. Standing, USNR, Wichita Falls, Texas.

They participated in numerous daring attacks against enemy air bases at Munda and Vila in the face of heavy



—Official U. S. Navy Photograph.

RESCUED SURVIVORS: *Rear Admiral I. C. Sowell, USN, commandant of the Naval Operating Base, Bermuda, presents the Air Medal to Lieut. August A. Barthes, USNR, Biloxi, Miss. After the Battle of Midway, Lieut. Barthes twice landed his heavily loaded PBY-5 plane in the open sea and rescued four survivors from one of our aircraft carriers.*

anti-aircraft opposition and personally scored hits on vital ground installations.

★ Lt. (jg) William H. Leder, USNR, Woodinville, Wash.: As a member of a fighting squadron in the Battle of Santa Cruz Islands, Lieutenant Leder destroyed one plane, and probably another. While covering his carrier he assisted in shooting down a patrol bomber which was shadowing a friendly force. With three other pilots on 30 January 1943, Lieutenant Leder intercepted a Japanese torpedo bomber engaged in reconnoitering our forces and shot it down in flames in a running fight at 300 miles per hour.

★ Lt. (jg) Don D. Lurvey, USN, San Diego, Calif.: Upon interception of a radio message informing him of the crash of a TBF plane, Lieutenant Lurvey, piloting a PBY-5, landed his craft in the open sea, and, despite heavy swells, rescued the three survivors.

★ Lt. (jg) Ernest L. McClintock, Jr., USNR, Asheville, N. C.: As a fighter pilot attached to a Marine aircraft group in the Solomons, Lieutenant McClintock participated in four daring attacks against shore installations at Munda Point and Vila Plantation between 4 and 20 February 1943. He also took part in two attacks on a Japanese task force of from 16 to 20 destroyers escorted by 20 to 30 Zeros, and helped down five planes.

★ Lieut. (jg) Gilbert F. Peglow, USNR, Monona, Iowa: Although strongly opposed by anti-aircraft fire, Lieutenant Peglow made two attacks on enemy vessels in Casablanca Harbor during the invasion of French Morocco 8-11 November 1942 and obtained a direct hit and several near-misses on a battleship and a heavy cruiser.

★ Lt. (jg) Hubert A. Perry, USNR, Oakland, Calif.: As pilot of a scout-observation plane attached to the USS

Helena, Lieutenant Perry sighted a surfaced submarine which submerged in position to attack our task force. He immediately dropped a bomb in the submarine's wake and directed a destroyer in an attack which resulted in the subsequent destruction of the submarine.

★ Lieut. (jg) Wallace I. Pierce, USNR, South Wellfleet, Mass.: As navigator of a patrol plane in an action against an enemy submarine, Lieutenant Pierce rendered valuable assistance to the pilot, in the face of persistent anti-aircraft fire from the U-boat, and obtained excellent photographs showing men, oil, and debris where the submarine had disappeared.

★ Lieut. (jg) Thomas A. Ruth, USNR, Jackson, Minn. (missing in action): While serving with a naval aircraft group in the Solomons during February 1943 Lieutenant Ruth participated in five successful attacks on Japanese ground installations at Munda Point and upon a large task force of enemy destroyers.

★ Lt. (jg) George J. Seel, USNR, Maplewood, N. J.: During aerial flight action over Russell Island, 1 April, 1943, Lieutenant Seel engaged in vigorous attacks on hostile aircraft and with an accurate burst of head-on fire sent one Zero exploding into the sea; trailing another, he scored several direct hits and sent it down in a fatal dive.

★ Lt. (jg) Alfred A. Simmons, USNR, Portales, N. Mex.: As pilot of a fighter escort for bombing planes during nine attacks against enemy ground installations, Lieutenant Simmons, on one of these attacks, participated in an engagement with 20 to 30 Zero fighters. In the face of heavy anti-aircraft fire, and greatly outnumbered, he helped disperse the enemy.

★ Lieut. (jg) William C. Smith, USNR, Sulphur Springs, Tex.: As a member of a flight of fighters escorting our bombers, Lieutenant Smith took part in seven attack missions against ground installations at Munda Point and against a task force of Japanese destroyers. On 12 February 1943 he escorted a Catalina flying boat on a rescue mission, guarding the boat for 55 minutes from enemy fighter planes based nearby.

★ Lt. (jg) Willard Sweetman, Jr., USNR, Wilmington, Del.: When his division of a Marine aircraft wing was attacked by numerically superior enemy forces, Lieutenant Sweetman's plane was hit by a shell which set it afire and shot away the right aileron and throttle controls. Despite serious wounds, he withdrew from the action and returned his damaged plane to his base.

★ Lt. (jg) Frederick D. Swope, USN, Reading, Pa.: Lieutenant Swope, pilot of a J2F-1 type airplane, on a search mission for an Army plane which had crash-landed off the island of Oahu, 13 April 1943, landed his plane on the heavy swells of the sea and rescued the pilot.

★ Lt. (jg) Thomas T. Tavernetti, USNR, Berkeley, Calif.: Leading a four-plane division of fighters on patrol over New Georgia, Lieutenant Tavernetti encountered a hostile air force preparing to attack American vessels. Climbing toward the bombers, although outnumbered six to one, he pressed home an attack with such deadly aggressiveness that the enemy was forced to break formation, jettison bombs and flee.



—Official U. S. Navy Photographs.

HEROES OF ALEUTIAN CAMPAIGN: *Ens. Donald J. Murray, USNR, left, Monticello, Minn., and Earl W. Flint, Jr., AMM1c, USN, Atlanta, Ga., receive the Air Medal from Rear Admiral T. C. Kinkaid, USN, at an air base in the Aleutian Islands. In a patrol plane on station as a rescue ship, they helped repel air attacks on Kiska on 30 December 1942. A few days later they sighted a Japanese freighter and kept in contact with it for four hours until bombers arrived and sank the ship.*

Shortly afterward, in an engagement with Zeros, he sent a fierce burst into one, then shot another off the tail of his wingman, driving it down in flames (Solomons area, 13 July 1942).

★ **Ens. R. P. Balenti, USNR, Altus, Okla.:** While on a two-plane search of New Georgia Island, Ensign Balenti was attacked by four enemy planes. Although wounded in the thigh, he got his plane back to Henderson Field and continued on active duty, participating in attacks a few days later on six transports and ten destroyers (8-14 October 1942).

★ **Ens. Roy Bale Dalton, USNR, Arkadelphia, Ark.:** In five attack missions at Munda Point and Vila plantation, and two attacks against task forces, Ensign Dalton, encountered heavy enemy resistance, but contributed to the dispersal of Jap planes before they could impair the success of our missions.

★ **Ens. Dayle W. Vaughan, USNR, New Orleans, La.:** In the face of tremendous anti-aircraft fire, Ensign Vaughan, as one of the fighter pilots escorting bombers in the Solomons, took part in vigorous raids on Munda Point. Later, in a flight attacking a Japanese task force, he contributed to the destruction of seven Zeros.

★ **Machinist Ray G. Drummond, USNR, Peoria, Ill.:** As bombardier and gunner of a plane during the assault on French Morocco, 8-11 November 1943, Mr. Drummond, then an electrician's mate first class, took part in a glide bombing, in the face of heavy anti-aircraft fire, which resulted in the sinking of an enemy submarine.

★ **Flying Officer G. E. Gudsell, Royal New Zealand Air Force:** While piloting a reconnaissance bomber southwest of Vella Lavella on 27 November 1942, Flying Officer Gudsell sighted a hostile task force. After relaying a report of it to his base, he was attacked by three Zeros who blasted the top turret gun

out of action. By his skillful evasive tactics and fire control he forced the Japs to break off and flee.

★ **To nineteen photographers mates:** William W. Collier, CPhoM, USN, Long Beach, Calif.; Paul M. King, CPhoM, USNR, Norwalk, Calif.; Jack B. Kemmerer, CPhoM, USN, Parson, Kans.; William H. Hickey, CPhoM, USN, Long Island, N. Y. (missing in action); John E. Youngman, PhoM1c, USNR, Hollywood, Calif.; John R. Olsen, PhoM1c, USNR, Salt Lake City, Utah; Gerald L. Smith, PhoM1c, USN, Wolf Point, Mont.; Harold E. Davis, PhoM1c, USN, Oroville, Calif.; William L. Kinch, PhoM1c, USNR, Elizabethton, Tenn.; John T. Croften, PhoM1c, USNR, Memphis, Tenn.; Eugene L. Ennis, PhoM1c, USN, Erwin, N. C.; Leland R. Kofod, PhoM1c, USN, Eau Claire, Wis.; Robert A. Jones, PhoM2c, USNR, St. Louis, Mo.; William A. Blodgett, Jr., PhoM2c, USN, Amity, Mo.; Valentine E. Henn, PhoM2c, USN, New Brighton, Pa.; John J. Helmick, PhoM2c, USNR, Los Angeles, Calif.; Robert E. McCracken, PhoM2c, USNR, Fargo, N. D.; Frank E. Rice, PhoM2c, USNR, Los Angeles, Calif. (missing in action); and William J. Kolozy, PhoM2c, USN, New Brunswick, N. J.:

While serving with Commander Aircraft, South Pacific Force, they took part in numerous flights over enemy territory and successfully obtained reconnaissance photographs, many times while under fire from Japanese planes and anti-aircraft. They also gave assistance in repelling enemy attacks.

★ **Thomas R. Griffith, ACMM, USN, Roundup, Mont.:** When his spotting plane was engaged by a faster hostile fighter craft, Griffith, acting as observer and free machine gunner, unflinchingly accepted the challenge, remained steadfast at his post and with a deadly burst from his weapon sent the opposing plane plunging earthward with smoke

pouring from its fuselage. (Occupation of French Morocco 8-11 Nov. 1942.)

★ **To four crewmen of a patrol plane** which destroyed a U-boat in the Atlantic shipping lanes. By skillfully carrying out their duties, they enabled the pilot to swoop down from behind a cloud cover to release depth charges on the surfaced craft and rake it with machine-gun fire: Earl W. Luck, ARCM, USN, Elkton, Ky.; Robert B. Stamps, ACMM, USN, Birmingham, Ala.; Sydney B. Hale, AMM1c, USN, Woodland, Ga.; and Daniel W. Dupree, ARM2c, USNR, Blanchard, La.

★ **To six enlisted men who participated** in a glide-bombing attack on hostile forces in the Casablanca Harbor in the face of intense anti-aircraft fire during the assault on French Morocco:

Louis S. Mattocks, CCM, USN, Clarks Mills, Pa.; Whitney H. Kennedy, ARM1c, USNR, Sacramento, Calif.; William H. Morton, Jr., AOM1c, USN, Julian, Calif.; Robert C. Steadman, ARM1c, USNR, Lansing, Mich.; Eugene W. Zepht, AMM1c, USN, Baltimore, Md.; and Ernest E. Ojeda, AMM2c, USNR, Stockton, Calif.

★ **Paul A. McKinley, ACRM, USN, Chariton, Iowa:** By his performance of vital tasks, McKinley was of invaluable service to his pilot during strafing attacks on hostile landing barges, and assisted in directing the fire of a bombardment group upon enemy positions on Guadalcanal. His accurate spotting for one of our destroyers, in an engagement with four Japanese transports, contributed to the success of the mission.

★ **Charles C. Moore, ACMM, USN, Mornci, Ariz.:** As a patrol plane captain in the Aleutian Islands campaign, 10-20 June 1942, Moore skillfully assisted in dive-bombing and strafing attacks against ships in Kiska Harbor. His plane was subjected to withering anti-aircraft fire from ship and shore batteries and pierced by shrapnel.

★ **Maurice C. Tinsley, ARM1c, USN, Huntington, W. Va.:** As a rear turret gunner of a PBY plane during a day-



light raid on Japanese forces in the Shortland area on 14 February 1943, Tinsley clung grimly to his battle station after anti-aircraft fire ripped through the turret, started a raging fire, and jammed both guns. Despite severe facial wounds and partial blindness, he completely extin-

guished the blaze and repaired one of the guns, enabling him, by intermittent fire, to repel subsequent attacks by Japanese fighters.

★ **To four bomber-gunners of planes** engaged in the assault on French Morocco. George C. Abatsis, AMM1c, USN, Marlborough, Mass.; Arthur C. Anderson, AOM1c, USNR, Avon, Conn.; Ralph Hofinger, AOM1c, USNR, New York City; and Henry J. Iannuzzi, AMM1c, USN, Medford, Mass.

They performed their tasks courageously during a glide bombing attack against hostile forces in Casablanca Harbor in the face of intense anti-aircraft fire.

Letters to the Editor

(Continued from Page 36)

Navy ensign on shore patrol would naturally have broken up the fight.—R. W. R., CSK., USN.

Answer: Correct. But the question was: "Who was responsible?" and JAG quotes Article 150, Subsection 4, of Navy Regulations as governing: the senior officer of the line present is responsible.

TO THE EDITOR:

Are general line officers of the USCGR eligible for admittance to the Navy School of Military Government and Administration at Columbia University? What are the admission requirements?—J. W. G., Ensign, USCGR.

Answer: The school is open to both Navy and Coast Guard officers. Coast Guard applications should be submitted to Coast Guard Headquarters, Washington, D. C. Among requirements for admission are a college degree and experience in responsible administrative or personnel types of work.

TO THE EDITOR:

Were the Sampson Medal Ribbon and the Marine Corps Good Conduct Ribbon (INFORMATION BULLETIN, March 1943) reversed? The Sampson Medal ribbon as shown is identical to the Marine Corps Good Conduct ribbon which was issued to me.—J. E. W., MTSgt. USMC.

Answer: The sergeant is right and the INFORMATION BULLETIN was wrong; in the March issue the ribbons for the two medals were transposed. In the reprint of this material as the "Summary of Regulations Governing the Issuance and Wearing of Decorations, Medals and Ribbons Now Designated for Naval Personnel," this error was corrected.

TO THE EDITOR:

In your short list of German words and phrases (INFORMATION BULLETIN, October 1943, pages 33 and 34) you



—Hospital Hi-Lites (Aiea Heights, T. H., Naval Hospital).

"Henry Fignewton—you just pick up this mess before you make inspection."

show the pronunciation of "ch" as soft rather than hard—as though it were the "sh" in "sheet" rather than the "ick" in "flicker". I would appreciate a note on this pronunciation as it has been my understanding that this is used by a very small percentage of Germans.—F. C. F., Jr., Lieut., USNR.

Answer: The sound of the German consonantal group "ch" is difficult for English-speaking people since we do not have in our language an exact equivalent. The German sound is a fricative, a sound made by the breath passing between the blade of the tongue and the palate. This sound is never "ick" as in "flicker." In dialects it is "ish" as in "swish" and consequently the better English equivalent is the "sh" sound, common to both languages. In approximating this German sound, the Bulletin's list used not one but two methods. The German word "ich" was represented as "ish" but the similar appearing German word "sich" was represented as "zikh," the varying nature of these words calling for a similar variation in their phonetical representation.

Answers to Quiz on Page 47

1. By custom they dive.
2. Cirrus clouds, portending wind.
3. By ancient superstition, firing of an odd number of guns is considered lucky. In the older days an even number of guns were fired when the captain or master gunner died during a voyage.
4. Famous old ships and important battles, past and present. (Escort or auxiliary carriers are named for bays, islands.)
5. Situation normal; all "fouled" up.
6. (4).
7. Toward the top one, a U. S. sub of the fleet type. Underneath is a Jap sub of the I. 6.8 class.
8. 1937.
9. By common "internationalese" from the Scandinavian word "schiffe" meaning a ship and/or the Dutch word "schipper," meaning captain. It appeared in print in England in 1390.
10. No. (In 1842, however, three men aboard the USS *Somers* were hanged for conspiracy to mutiny.)
11. Left to right: Rear Admiral Ross T. McIntire, USN, BuMed; Rear Admiral D. C. Ramsey, USN, BuAer; Rear Admiral E. L. Cochrane, USN, BuShips.
12. To smother flame. Carbon dioxide can extinguish an engine fire on a bomber in five seconds, even in full flight.
13. In July, 1775, by George Washington.
14. At Fort Benning, Ga. Members of the 505th Battalion saw the movie "Geronimo" the night before they made their first jump, started yelling the word in a "hi-yo, Silver!" manner. (The purpose of this or any yell is to relieve pressure in the ears from the fall and to relieve nervous tension.)
15. Magnetic north.
16. More red. (Seven red, six white.)
17. The *South Dakota*.
18. (1) Landing craft, vehicle-personnel; (2) landing craft, rubber (small); (3) landing craft, mechanized; (4) landing vehicle, tracked (armored); (5) landing craft, control.
19. A newly-developed portable radio with an hour glass shape.
20. (1) Bougainville island; (2) Italy; (3) Russia; (4) Bougainville island; (5) Bougainville island.

How Did It Start?

The braid on the crown of a marine officer's hat is a tradition handed down from the early days of the corps. On boarding parties, marines were known to have tied short lines on their hats or helmets, both as a protection against saber blows on the head and as a means of identification in hand-to-hand fighting. First mention of braid for marine hats is contained in uniform regulations of 1859. (If you have a new or different version, send it along to the Editor.)

New Books in Ships' Libraries

The following books have been purchased for distribution, although not all titles will be supplied to all units. Practice of BuPers is to distribute different titles to small units operating in the same area so that there can be an exchange between units. Request may be made to the Bureau, if desired titles are not received.

NAVAL AVIATION PHYSICAL TRAINING MANUALS. Three separate manuals covering basketball, boxing and wrestling.

TAPS FOR PRIVATE TUSSIE by Jesse Stuart. Happenings when Vittie collects her soldier-husband's life insurance and moves into a real house.

OUR NAVY—A FIGHTING TEAM by Vice Admiral Joseph K. Taussig, USN (Ret.) and Captain Harley F. Cope, USN. Describes in detail the function, purpose, and mission of each type of ship in our navy.

GUNNERS GET GLORY by Lloyd Wendt; Lieut. Robert Berry's account of experiences with the Armed Guard crews of the Navy.

Which Travels Fastest?

(Answers to puzzle on page 43)

No. 1, who saw the smoke, knew of it first; No. 3, who heard the report, second, and No. 2, who saw the shell strike, third. (Light travels faster than sound and sound faster than a shell.)



—Mainsheet (NB, Bainbridge, Md.).

"Would you boys care to join us?"

BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE

Although proposals are now pending before the Congress to amend the existing Federal servicemen's voting law (Act of 16 September 1942, Public Law 712, 77th Congress, the "Ramsay Act"), the nature of any amendment that may be enacted and the date of any such amendment are at present uncertain.

In accordance with the policy of the Navy Department of assisting and encouraging members of the naval service to vote in any election in which they are eligible to vote, where practicable and compatible with military operations, and in view of the fact that Public Law 712 is presently effective, BuPers Cirlet No. 95-43 is digested below as information in connection with state primaries which will be held during 1944 in the several states:

In time of war, notwithstanding any provision of state law relating to the registration of qualified voters, and without payment of any poll tax or other tax or making any other payment to any state or political subdivision thereof, members of the land and naval forces of the United States, including members of the Army Nurse Corps, the Navy Nurse Corps, the Women's Navy Reserve, and the Women's Army Corps, absent from their usual place of residence, and who are or were eligible to register for and are qualified to vote at any election under the law of the state of their residence, are entitled to vote for electors of President and Vice President of the

United States, United States Senators, and Representatives in Congress. Persons in the above categories may also vote, provided the state legislature of the state shall have authorized it, for candidates for state, county and other local offices, and with respect to any proposed amendment to the state constitution or any proposition or question which is to be submitted to a vote in the state.

IF THERE HAS BEEN ANY CHANGE IN ADDRESS SINCE SUBMISSION OF THE POST CARD APPLICATION, PERSONS WHO DESIRE TO VOTE MUST INFORM THE APPROPRIATE STATE OFFICIALS OF THEIR NEW ADDRESS.

On this page is a sample of a 3" x 5" post card which was distributed to the naval service in 1943 to be used in requesting an absentee ballot. Any of these cards remaining on hand should be used in connection with the 1944 elections and reproduction, in letter form or other practical means, of this card is permissible when circumstances warrant.

In order to cast his ballot a person must: (1) Apply to his commanding officer for post card; fill in and sign card (card must be certified by a commissioned officer); mail post card, postage free, to Secretary of home state and (2) upon receipt of war ballot, execute in accordance with instructions accompanying ballot and return, postage free, to Secretary of home state. The oath may be executed by any commissioned officer of the

Secretary of State of Date Being on active duty in the armed forces of the United States and desiring to vote in the coming election, I hereby apply for an official war ballot. My home address is in the city, town, or village of in the county of in the State of and my voting district or precinct to the best of my knowledge is I desire that the ballot be sent to me at the following address: (Signature here) (Print or type here) Signature certified by: (To be signed by any commissioned officer)

The text of the postcard.

FREE (Official War Ballot) Secretary of State of (City) (State)

Address side of postcard.

Navy, Marine Corps or Coast Guard.

Any person not electing to vote in accordance with the provisions of Public Law 712 may vote in accordance with the absentee balloting statute of his state in all elections at which absentee voting is permitted, whenever practicable. It is not the privilege of the commanding officer or any other officer to determine who is or was eligible to register for and vote at any election, as the determination of these qualifications rests with the competent election officials. All persons in authority must scrupulously avoid advising any person in the naval service that he should or should not vote or offering advice as to the manner in which he should vote.

IN VIEW OF THE POSSIBLE CHANGES IN THE ABOVE PROCEDURES, AS INDICATED IN THE OPENING PARAGRAPH, ALL PERSONS WHO DESIRE TO AVAIL THEMSELVES OF THE PRIVILEGE OF VOTING SHOULD REFER TO THIS BULLETIN EACH MONTH FOR INFORMATION AS TO NEW PROCEDURES.

IF YOUR VOTING RESIDENCE IS IN LOUISIANA THE FOLLOWING INFORMATION IS OF INTEREST TO YOU

DATE OF PRIMARY	ABSENTEE VOTING PERMITTED	APPLICATION MUST BE RECEIVED BY	BALLOT MUST BE RECEIVED BY
For State or local Candidates	For State or local Candidates	For State or local Candidates	For State or local Candidates
18 January 1944	Yes	Not limited	18 January 1944

Note: This primary is for State, Parish, and Municipal offices only.

The information on LOUISIANA is carried in this issue of the BULLETIN in view of the fact that the primary elections in that state are in January of 1944 while the next state primary

election will be held in March of 1944. A complete table covering primary elections in all states will be published in subsequent issues of the INFORMATION BULLETIN when the information is available.

BUPERS BULLETIN BOARD

Subsistence Allowance Increased 30c a Day

Cash allowance in lieu of subsistence in kind for enlisted men has been increased by 30 cents a day to total \$1.80, effective 1 November, in most localities where the men are not furnished rations in kind and where government messing facilities are not furnished. The continental United States and the Canal Zone are the principal areas in which the increase is effective. (Details in N. D. Bul. [semi-monthly], of 1 November 1943, R-1543.)

Retired Reserve Officers on Active Duty To Get Uniform Gratuity

A recent amendment (Public Law No. 171) to the Naval Reserve Act provides for payment of a \$250 uniform gratuity to commissioned and warrant officers of the Naval Reserve honorary retired list, when they are recalled to active duty.

Naval Reserve retired officers who have been ordered to active duty since 8 September 1939 and who have not been paid such uniform gratuity may make application by submitting a uniform gratuity voucher direct to Retainer Pay Division, BuSandA, Cleveland, Ohio.

Any uniform gratuity paid an officer within the four years immediately preceding his recall to active duty will be deducted from the \$250 allowance.

Acceptance of Gratuities Contrary to Regulations

The Navy Department has been informed that in certain instances gifts of money from foreign governments, their agents, or commercial firms have been forwarded to naval personnel assigned to Armed Guard duty on merchant vessels.

Acceptance of such gratuities is considered contrary to the customs and traditions of the naval service.

Hereafter any such gratuities must be returned to donors with a statement that acceptance is not permitted under existing Navy regulations. (Details in N.D. Bul. [semi-monthly], of 1 November 1943, R-1522.)

Qualifications For Specialist (G) Approved

Qualifications for specialist (G), aviation free gunnery instructor, have been approved. These qualifications were published in the Navy Department Bulletin (semi-monthly) for 15 November 1943, R-1595.



CONGRATULATIONS on her promotion to the rank of captain are received by Mildred H. McAfee, director of the Women's Reserve of the Navy, from Rear Admiral Randall Jacobs, USN, Chief of Naval Personnel.

Women Get All Navy Allowances, Benefits Under New Law; Director Made Captain

Public Law 183, approved on 9 November 1943, provides for one captain in the Women's Reserve, removes limitations on lower ranks, and entitles WR officers and enlisted personnel to all allowances or benefits available to men.

Immediate results of enactment: Lieutenant Commander Mildred H. McAfee, director of Women's Reserve, was promoted to captain; new policies on promotions, allowances and benefits were established for women officer and enlisted personnel.

Advancements above the rank of lieutenant will be limited to spot promotions for officers holding billets where a need for rank is indicated. Lieut. Tova Petersen Wiley, assistant director of the Women's Reserve, has been advanced to lieutenant commander.

Promotions of ensigns and lieutenants (junior grade) will be effected en bloc. Alnavs relative to promotions in these ranks will include both men and women, and the same eligibility requirements will be applicable.

Approximately 40 lieutenants (junior grade) who, by length of service,

would have been eligible on 1 October 1943, when the last Alnav was issued, have been advanced to the rank of lieutenant. Others will receive spot promotions to temporary lieutenantancy, if their billets call for a higher rank.

Women officers are eligible to draw extra rental and subsistence allowance for dependents, retroactive to their first date of active duty, or to the date when the dependency commenced.

Husbands, according to the law, are not considered dependents. Children under 21, unmarried, and relying on the officer for chief support, and dependent parents, may be included in the increased allowance.

Enlisted personnel, who became eligible for family allowances under the recent amendment to the Servicemen's Dependents Allowance Act (INFORMATION BULLETIN, November 1943, p.71) are entitled to such allowances retroactive to their active duty date, or date of dependency. They are eligible only beginning with the month in which they filed application and only if their pay is checked for each succeeding month.

Women in the first three pay

BUPers BULLETIN BOARD

grades, which include chief petty officers (AA) and first and second class petty officers, may claim quarters allowance for the period beginning with their first active duty date or the date when the dependency commenced, whichever is later, and ending with 31 October 1943, for parents and children who were dependent upon them for chief support.

New benefits provide that members of the Women's Reserve and their dependents and beneficiaries are entitled to the same hospitalization, disability and death benefits as male members of the Naval Reserve. Original Women's Reserve legislation stipulated that reservists would come under the compensation laws covering civil employees.

Also, last month, marriage regulations for women in the Navy were modified so that wives of all naval personnel below the rank of ensign may serve in the Women's Reserve. Previously, the wife of a Navy man could not enlist.

Nominations Asked For Appointment to Naval Academy

An immediate survey of enlisted men eligible to take the entrance examinations for the Naval Academy has been requested by BuPers.

All nominations should be forwarded to BuPers at the earliest possible date on Form BNP 675 (N. Nav. 116). BuM&S Form Y also should be forwarded. To insure ample time for mailing examinations to outlying ships and stations, no nominations received after 1 February 1944 will be considered.

BuPers Manual requirements of nine months sea duty on a ship in full commission have been modified to nine months active service in any ship or station prior to 1 July of the year in which entrance to the Naval Academy is desired. In view of this modification, BuPers will consider nominations for the April 1944 entrance examinations of all enlisted men of the Navy, Marine Corps, Naval Reserve and Marine Corps Reserve who were on active duty on or before 1 October 1943 and who otherwise qualify.

Enlisted men of the officer candidate classifications, V-5, V-7 and V-12, whether active or inactive, are not eligible to compete for entrance to the academy. (Details in N. D. Bul. [semi-monthly], of 15 November 1943, R-1594.)



—Newport Recruit (NTS, Newport, R. I.).
"I'm afraid, Mac, you've got the wrong idea about liberty."

BuPers Asks Return of Uniform Regulations

BuPers has requested the return of all personal copies of U. S. Navy Uniform Regulations, 1941, since the supply is now practically exhausted and copies are needed for reissue to new ships and stations being commissioned. (Details in N. D. Bul. [semi-monthly], of 15 November 1943, R-1592.)

Non-Rated Men May Be Mail Clerks

Normally, only petty officers may serve as Navy mail clerks and assistants. However, non-rated men may be recommended to serve as Navy mail clerks for Class I naval post offices or as assistant Navy mail clerks for any naval post office, provided they have served at least six months in the naval service.

Many Billets Opened To Reserve, Retired Temporary Officers

In a move to provide trained and experienced personnel for the tremendously expanded fleet, orders have been issued for Naval Reserve officers to be assigned to many billets afloat now filled by regular Navy officers.

Under the order, officers of the regular Navy are to be distributed as widely as possible among the vast number of new ships, and reserve officers will be assigned to fill the vacancies and many of the new posts thus created.

Specifically, BuPers has ordered that reserve officers, retired officers or officers with temporary commissions from enlisted or warrant rank, be assigned the following billets:

Flag secretary and flag lieutenant on the staffs of vice admirals, rear admirals and commodores with commands afloat (except the five major area commanders), and as assistant staff officers in operations, planning, training, gunnery, logistics, communications and material.

All regular Navy officers at present holding billets described above are to be detached immediately. Reserve, retired or temporary officers will be assigned to the vacancies as rapidly as possible. (Details in N. D. Bul. [semi-monthly], of 1 November 1943, R-1556.)

Hotel Reservations Needed

Since it has become almost impossible to obtain hotel reservations in any large cities of the United States on the day of arrival, it is suggested that naval personnel arrange for reservations at least one week in advance.

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.

With this issue, 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.

It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.

BU PERS BULLETIN BOARD

Men Overseas May Mail Home Certain Enemy Souvenirs

The Customs Bureau, Post Office and Navy Departments have formulated a plan under which naval personnel may retain as souvenirs certain items of captured enemy equipment, upon their return to this country. Under the plan it also is possible to mail home captured enemy equipment.

In the past, customs authorities have seized items of enemy equipment at the port of entry and turned them over to naval authorities for final disposition.

Customs officials will permit service men to bring in small items of enemy equipment, excepting name plates, items which contain explosives, and such other items whose usefulness to the service or whose value as critical material outweighs their value as trophies, as determined by the theater commanders.

Naval personnel in the theaters of operation may be permitted to mail small items of enemy equipment (except articles listed above, inflammables, and firearms capable of being concealed on the person) to friends or relatives in the United States.

In each case where a returning individual has in his possession any souvenir items, he *must* have a certificate in duplicate signed by his commanding officer, stating that he is authorized officially to retain as his personal property the articles listed. Without such a certificate the articles will be seized by customs authorities and will not be returned to the owners.

All parcels containing captured material mailed from overseas also must contain a similar certificate (in duplicate) stating that the sender is authorized officially to mail the articles listed. If they are sent as gifts, the parcels also should contain the gift declaration (INFORMATION BULLETIN of October 1943, p. 67).

(Details in N.D. Bul. [semi-monthly], of 1 November 1943, R-1533.)

School Name Changed

Title of the Advanced Mine School, Navy Yard, Washington, D. C., has been changed to Mine Disposal School.

Letters to Draft Boards Should Be Sent Via State Headquarters

All official naval correspondence on any matter with which local draft boards are concerned should be sent



—The Hoist (NTS, San Diego).
"That isn't necessary, Slugger. Just answer, 'Here, Sir!'"

via the State Headquarters, Selective Service, for the state in which the particular local board is situated.

Direct correspondence between naval officers and local boards has created confusion, since in many cases either the naval officer or the local board is not fully informed of the latest rulings and regulations of the Selective Service National Headquarters. (Details in N. D. Bul. [semi-monthly], of 1 November 1943, R-1540.)

Honorary Retired List Service Credited Toward Naval Reserve Medal

Service on the honorary retired list of the Naval Reserve now is credited toward eligibility for the Naval Reserve Medal, under a recent JAG decision.

The decision, based on Public Law No. 785 of 2 December 1942, provides that inactive service as a commissioned officer on the honorary retired list may be counted for longevity credit when such officer is ordered to active duty.

In view of this decision and the fact that an officer of the honorary retired list is subject to call to active duty in time of war or emergency at the discretion of the Secretary of the Navy, inactive service on the honorary retired list is now counted towards eligibility for the award of the Naval Reserve Medal and stars in the same manner as service on the active list of the Naval Reserve.

Officers whose applications have been rejected due to lack of ten years' service, exclusive of service on the honorary retired list, may now resubmit their requests.

Aid For Minnesota Veterans

The Minnesota Department of Veterans' Affairs has opened an office at 512 Ryan Building, Seventh and Robert Streets, St. Paul, to aid discharged veterans who are Minnesota residents and to assist them in obtaining benefits.



This is a reproduction of the certificate issued on the USS GUADALCANAL.

BU PERS BULLETIN BOARD

Athletic, Musical Equipment Stocked by Supply Depots

BuPers has, through cooperation with BuSandA, arranged to have stocked in naval supply depots items of athletic gear, games, fishing tackle, pianos, radio-phonographs and records. Instructions for procurement of this type of equipment were provided in the directive "Athletic Equipment, Procurement and Handling Of, Pers-1012-PL P10-1A and BuSandA #P10-1 (3) of 16 July 1943."

Navy, Marine Corps and Coast Guard activities may procure this equipment through these depots at prices far below the current retail level. Mass purchasing of this equipment has produced astonishingly low prices, which will stretch the recreational dollars much farther.

About 1 December there will be mailed to all ships and stations a 32-page catalog of sports, games and musical equipment. The catalog will show pictures and descriptive copy of all items of athletic material, games, fishing tackle and musical equipment being stocked in naval supply depots through the efforts of BuPers. The catalog also will describe the method of procuring this equipment and will offer helpful suggestions for procuring a balanced assortment based on complements of men. It will show diagrams of playing fields and courts for all the more popular sports, and will generally implement the efforts of all hands in securing scarce recreational and training equipment.

It is recommended that all activities be on the look-out for this catalog as it is planned to be one of the greatest aids ever given to officers responsible for the procurement of the above types of training and recreational gear.



—Great Lakes Bulletin (NTS, Great Lakes)
"And to think I could have taken my chances as an apprentice seaman with the rest of them."

ALNAV LISTING

The following Alnavs were issued in the period 21 October 1943 to 20 November, 1943, inclusive:

No. 173—Increasing subsistence allowance for certain classes of enlisted men.

No. 174—Changing value of meal tickets issued for travel after 1 November 1943.

No. 175—Concerning amendment to Servicemen's Dependents Allowance Act of 1942.

No. 177—Establishment of warrant grades in Marine Corps.

No. 178—Appointing certain lieutenant commanders to commander.

No. 179—Directing all personnel traveling through an endemic yellow fever area en route to India to be vaccinated.

No. 180—Concerning reimbursement of navy personnel and navy civilian employes for personal property loss.

No. 181—Concerning temporary food ration certificates for personnel on leave.

No. 182—Concerning modification of medical examination requirements for National Service Life Insurance for personnel serving outside the U. S.

No. 183—Concerning provisions of amendment to Servicemen's Dependents Allowance Act of 1942 (Alnav 173).

No. 184—Extending reciprocal lend-lease (refer Alnav 57).

No. 185—Concerning applications of Naval Reserve Aviators for transfer to regular Navy.

No. 186—Concerning applications of Naval Reserve officers for transfer to regular navy.

No. 187—Directing commanding officers to insure that all parcels mailed or sent from overseas contain authorizing certificates.

Training, Correspondence Course Notes

To familiarize training officers with recent information published in circular letters on the topics of Officers' Correspondence Courses and Enlisted Training Courses, the following summary list has been prepared, based on circular letters issued between December 1942 and October 1943:

C/L R-65 dated 22 December 1942, Enrollment, Progress and Examination Report, BNP 671, formerly N. Nav. 134; C/L 20-43, Enlisted Training Courses for Radio Technician 3c; M.C.L. 21-43, Change in Part E, Chap. 5, E-5504, BuPers Manual; C/L 31-43, Officers' Correspondence Courses; C/L

68-43, Officers' Correspondence Courses; C/L 99-43, Enlisted Training Course for Radio Technician 3c; C/L 197-43, Correspondence Course in Navy Regulations and Customs.

★
An indication that course books for enlisted personnel are not being ordered with a view of using and re-using them in conjunction with additional Progress Tests and Examinations is given in the following comparison:

Issued September 1942—courses, 109,891; PT&E's, 204,183.

Issued September 1943—courses, 174,022; PT&E's, 134,463.

The "Important Notice" printed on the cover of every training course really means what it says:

"Upon the completion of this training course return it to the educational officer or division officer for reissue.

"Training courses do not become the property of enlisted personnel after they are completed. This course shall be reissued until it becomes unfit for further use. Strictest economy in the use of courses must be exercised to enable the Navy Department to continue the issue of sufficient courses to meet the service needs."

Although it has been evident for some time that training schools also use the course instruction book as a classroom reference text, the volume of this type of request is not great enough to account for the notable change from the old ratio: one course book to three examination books.

★
Slightly more than 200 replies have been received in answer to the tracer letter P-2431-mep P11-1/MN dated 24 September 1943. This letter was issued from the Training Division, BuPers, to locate Commissioning Allowances of enlisted training courses sent to the prospective commanding officers of approximately 600 DE's, SC's, PC's, LST's and LCI's who had not yet indicated receipt of these publications. It is hoped that recognition of the remaining allowances, approximately 390, which are still unaccounted for, will be made in the near future.

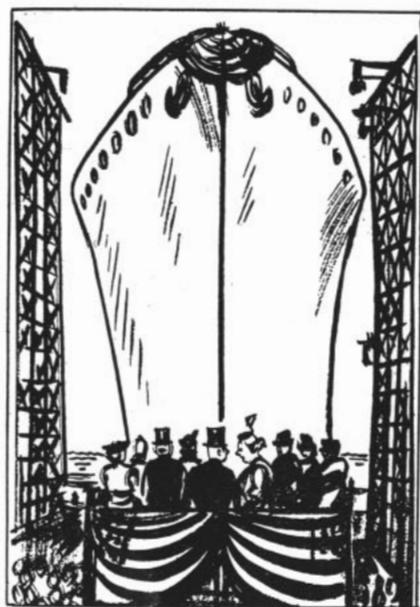
Educational officers and other interested personnel are requested to address their comments and suggestions on new officers' correspondence courses to the Training Division, BuPers. A program to revise the present courses, and organize necessary new training material, is being formulated and the contributions of naval personnel will be of assistance at this time.

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 "If steel's so scarce, why do they keep building 'em?"

LST
LCI (L)
LCVP
LCM (3)
LCT (5)
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LCC
LVT
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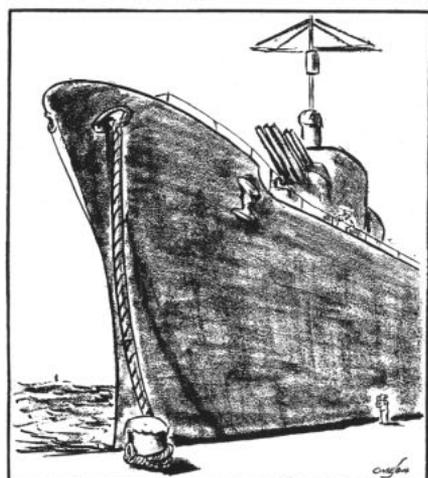
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THIS MONTH'S COVERS



On the shore near Salerno members of a Navy beach battalion and Coast Guardsmen dig in by the fingernails under bomb attack. An LST stands by in the background. "Hitting the beach" is almost the password for this year of Navy offensives, reviewed in the War Anniversary section in this issue. **INSIDE FRONT COVER:** The first wave goes in at Bougainville, with U. S. Marines heading for the beach at Empress Augusta Bay. Coast Guardsmen manned invasion craft, and a U. S. Navy task force supported the landing. **OPPOSITE PAGE:** "Cheek to cheek" precision flying is what it takes to provide a picture like this. Nine Kingfisher Scout planes (OS2U) line up for aerial maneuvers and produce a shot that is a photographer's dream. (Inside front cover picture by U. S. Coast Guard; others Official U. S. Navy Photographs.)

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1944 NAVAL CALENDAR

Robinson

THESE ARE GREAT DATES IN OUR NAVAL HISTORY—
WHAT GREAT DATES WILL WE ADD THIS YEAR?

January 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
24-DARING NIGHT RAID IN MACASSAR STRAIT SINKS 10 OR MORE JAP VESSELS						I
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24 1942	25	26	27	28	29

February 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
14-FRENCH SALUTE U.S. FLAG						I
2	3	4	5	6	7	8
9	10	11	12	13	14 1778	15
16 1804	17	18	19	20	21	22
23	24	25	26	27	28	29
16-DECATUR OUTWITS PIRATES AT TRIPOLI						

March 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
3-THE MODERN U.S. NAVY BORN						I
2	3 1883	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

April 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
6-PEARY DISCOVERS NORTH POLE						I
30-NAVY DEPT. ESTABLISHED						
2	3	4	5	6 1909	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30 1798						

May 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
1 1898	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1-DEWEY DEFEATS SPANISH AT MANILA			

June 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
6-BATTLE OF MIDWAY-MAJOR NAVAL DEFEAT FOR JAPS						I
2	3	4	5	6 1942	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

July 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
6-SANTIAGO-SPANISH FLEET SUNK						I
9-SICILY-ALLIED INVADERS LAND						
2	3	4	5	6 1898	7	8
9 1943	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
5-FARRAGUT TAKES MOBILE						I
2	3	4	5 1861	6	7	8
9 1942	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	8-LANDINGS IN MOROCCO				

September 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
9-AMERICANS LAND AT SALERNO						I
23-SERAPIS-VS-BONHOMME RICHARD						
2	3	4	5	6	7	8
9 1943	10	11	12	13	14	15
16	17	18	19	20	21	22
23 1779	24	25	26	27	28	29
30						

October 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
I	2	3	4	5	6	7
8	9	10 1845	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	10-U.S. NAVAL ACADEMY FOUNDED AT ANNAPOLIS			

November 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
8-ALLIES LAND IN FRENCH N. AFRICA						I
2	3	4	5	6	7	8 1942
9	10	11	12	13	14	15
16	17	18	19	20	21 1918	22
23	24	25	26	27	28	29
30	31	21-GERMANY'S FLEET YIELDS				

December 1944

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
10-SPAIN SIGNS PEACE WITH U.S.						I
22-FIRST U.S. FLEET ORGANIZED						
2	3	4	5	6	7	8
9	10 1898	11	12	13	14	15
16	17	18	19	20	21	22 1775
23	24	25	26	27	28	29
30						

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