Table of Contents

Getting Back to Civilian Life .................. 2
Souvenir Collecting, Ltd. ..................... 6
An LST Goes Jap Hunting ..................... 8
'Will to Die' Wins Gilberts .......................... 9
Tarawa: 4 Pages of Pictures .................. 12
The Salute ....................................... 16
The 'Sara' Challenges Truk ................... 24
Your $10,000 Piece of Paper .................. 26
A Nazi U-Boat Fights Back ................. 28
How to Beat Old Man Winter ............... 29
Training Tip: Getting Away from the Ship ........................................ 31
'Dismember Japan'—A Job for the Navy .... 32
'Bodyguard of the Merchant Marine' .......... 34
Editorial ......................................... 36
Letters to the Editor ............................ 36
News of the Month ............................... 37
Letter from Home ................................. 42
The War at Sea (Communiques) ............. 44
A Navy Bibliography ............................. 51
Malay: Short List of Words and Phrases .... 53
What is Your Naval I. Q.? .................... 57
Decorations and Citations .................... 58
BuPers Bulletin Board ........................... 67
Index ........................................... 72

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.
Looking Forward to the Day of Demobilization, BuPers is Planning Fastest, Fairest Way

BY THE EDITOR

Last month BuPers began tackling head-on the problem of how, at war's end, the Navy's no-longer-needed personnel will be returned to civilian life.

This should not—emphatically not—be taken as an indication that the war is as good as over. It is, rather, the tip-off that the job of demobilization is a tough one and the sooner the planning is begun the better.

Actually, BuPers' action is part of a larger consideration by the Navy Department as a whole of the problems involved in demobilization, whenever it may come; and the Navy's action in turn is part of the national study of the problem of total demobilization.

What is going to happen to naval personnel when demobilization comes depends upon a lot of factors which only the future can define—the size of the continuing Navy in the post-war period, for example. And the size of the Navy, of course, must be determined by national policy on the requirements as they develop.

That is how it all ties in together. But the questions of how demobilization will be effected—who will get to go home first, who will have to stay, how long the process will take, whether there will be any help in finding jobs, and all the other questions that the fighting men have already been asking—will devolve in large upon BuPers. Hence the planning.

Even so, the problem is so complex and inter-related that the Navy's plans will have to be correlated with Army policies and with the general national approach to the problem.

Many government agencies (see chart, page 4) and many civilian organizations deeply interested in the ramifications of demobilization have been working for months on the subject; many bills have been introduced into the Congress.

What the specific answers are, no one can now say. But there is no doubt that everyone concerned is aware of the importance of careful demobilization and post-war readjustment planning—for two big reasons:

First, the nation wants to do right by its service personnel. The veterans who have won this war will want to come home as soon as possible, get back to civilian ways as soon as possible, get a decent job doing something constructive and forget the business of killing. No one doubts that a grateful nation will do all it can to help in this—a relatively small favor,
3rd to the
ilization, 'lanning
est Way

ITOR

began tackling
how, at war's
ger-needed per-
to civilian life.
atically not-
that the war
is, rather, the
demobilization
the sooner the
better.
ion is part of a
the Navy De-
ction, whenever
ny civilian or-
erested in the
bilization have
ss on the sub-
are aware of
ful demobiliza-
ition plans:
ts to do right
al. The veter-
war will want
possible, get
soon as pos-
 doing some-
forget the busi-
 doubts that a
all it can to
by small favor,

Going Home for Good, is a
subject close to the hearts of
most of us. What the answers
o our questions will be, no
one can now say—but here
least is a statement of the
problems involved, and an
ication that the solutions
are on the way and will be
ready in good time.

Considering what the veterans
will have just been doing for their
country,

Second, the millions of returning
veterans will represent a very
sizeable group in the national
omy—and what happens to these veterans
will very definitely influence the nation as
a whole. Proper demobilization can
ave a lot of headaches, bad demobil-
ization can cause more than even
aspirin manufacturers would care to
think about.

What the problems seem to boil
down to is this:

Second, the millions of returning
veterans will represent a very
sizeable group in the national
omy—and what happens to these veterans
will very definitely influence the nation as
a whole. Proper demobilization can
ave a lot of headaches, bad demobil-
ization can cause more than even
aspirin manufacturers would care to
think about.

What the problems seem to boil
down to is this:

What is the fastest and fairest way
of getting the men home to their ad-
antage and in the common interest
of the people of the nation?

That problem is by no means easy
to solve.

The fastest way, of course, is sim-
ply to say that on the day of peace,
all ships will head for this continent,
!all who wish to return to civilian life
will be given discharge papers and
some money and told they are hereby
civilians again.

There are a few troubles with that,
however:
Crews cannot be pulled off indis-
criminately. Ships will still have to
be manned for the continuing Navy,
and figuring out a fair—and efficient
way of releasing men and still keep-
ing the Navy in fighting trim is no
small problem.

Even worse, from the veteran's
point of view, is that if everyone were
discharged at the same time, the effect
on the job situation would be disas-
trous. There just wouldn't be enough
work available to go around.

So it will be better to find another
"fastest" way that will not let the vet-
erans—or the Navy—down. It won't
be as fast as the other way, but it
will wear a lot better; what waiting
the men will have to do will be worth
it to them.

Similarly, the fairest way would be
to discharge everyone at the same
time—but the trouble with that is ex-
actly the same as the trouble with
the "fastest" way.

Yet if some men are to be dis-
charged before others, which should it
be—the men who have been in longest
and seen the most hazardous duty, or
the men who have the most depend-
ents, or the men who have jobs avail-
able immediately, or those who are
planning to resume their education?

Figuring that one out can occupy
the time of anyone who cares to con-
sider it. No doubt even those who will
have been in the Navy the shortest
time would agree that the fairest
thing to do is to release the men first
who have served the longest. Yet such
men as tool-makers were prevented
from entering the service until late
because their skills were needed in
producing the materials of war—and
these same men will be the first ones
needed to retool the plants for civilian
production again. If they aren't avail-
able, and if the plants don't get re-
tooled, there won't be jobs for the
other veterans.

In the same way, with the Ameri-
man's regard for the family, the de-
dependency consideration is a strong one.
Yet, again, this same consideration
meant that in many instances the men
with the most dependents were the last
ones to come into the service. Should
they be the first ones out, irrespective
of the longer service of other men
and irrespective of whether they are
the first ones needed in the post-war
economy?

Here's another: the American has a
high respect for education—and naval

WHAT'S HOME TO NAVY
MEN AND WOMEN

PERCENTAGE DISTRIBUTION OF NAVY ENLISTED
PERSONNEL BY STATES (AS OF 31 AUGUST 1943)

<table>
<thead>
<tr>
<th>State</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1%</td>
<td>3-4%</td>
</tr>
<tr>
<td>1-2%</td>
<td>4-5%</td>
</tr>
<tr>
<td>2-3%</td>
<td>5-6%</td>
</tr>
<tr>
<td>6-7%</td>
<td>8-9%</td>
</tr>
<tr>
<td>9-10%</td>
<td></td>
</tr>
</tbody>
</table>

Page 3
service has demonstrated its importance. Thousands upon thousands of men interrupted their studies to fight for their country. Shouldn’t they get back to their books as quickly as possible, since they won’t be getting any younger and especially since they will be one group which will not place a jolting strain on the job situation? Yes—but, Most of them are young, and without dependents; should they go before the older men whose families need them?

Those are by no means all of the arguments. They only indicate the beginning of the problem.

Yet the Navy is determined to find a way which will be the fairest—considering all the angles—from the standpoint of the men themselves, a way which the men are willing to consider fair and which at the same time meets the requirements of the national economy.

And, of course, a way which will meet the needs of the continuing Navy.

Men who have been serving in the Navy will realize the necessity of maintaining at highest efficiency whatever size Navy public policy determines is necessary to the safety of the nation after the war. Some skills will be required, others may not. Such considerations as dependency and length of service will have to be weighed against the Navy’s continuing need for each man’s particular skill.

Indeed, it is possible that the word “weighed” may provide a solution to the problem—that a formula will have to be devised which will give a “weighted” answer to each man’s claim to priority of release. A man who has served a long period, who has dependents and who happens to have a skill no longer urgently required, might add up to enough points on a grading system to indicate that he should be relieved early. On the other hand, a skill urgently needed either by the Navy or in post-war conversion might be assigned so many points that it would outweigh all other considerations and alone be the determining factor.

That “weighing” system is just one of the possibilities. No one presumes at this point to know the answer to the question of fairness. But everyone concerned has the problem squarely in mind.

Facing the Navy also are several specific problems, the answers for which may have to await the answers to the fundamental questions of the size of the continuing Navy for the security of the nation, and the order of demobilization. These are some of the practical problems:

To keep the Navy functioning, the right men to retain must be found and trained.

To release unneeded men, schedules and procedures for the order of discharge must be set up and the mechanics of effecting these procedures must be installed.

These are administrative problems,

but they involve

that affect the

mobilizing as the

possible. It requires

efforts—

authorities,

demobilization

big reason why

ready begun.

There is no

on the problem. It will make a
to the men the

might be called
turn to civil life.

Obviously, if to a changed

changed then left; their new

Furthermore, home to better

them off from

break is an

job than the

But better

more traini
outweigh all other factors alone be the determining factor in the system is just one of the answers to the question of whether the Navy is the answer. But every problem is read differently by the different men that make up the Navy. As the war broke them off from the past, maybe the break is an opportunity for a better job than the last one.

But better jobs require better men—more training.

And there inevitably will be a waiting period, whether long or short, for many veterans before they return to civil life. They will have military duties in that period—but they will also have time for training in preparation for those better jobs.

To meet that opportunity, the Navy has already set up an in-service spare-time training facility—the Educational Services program (Bulletin, July 1943). This program makes available now courses on almost any desired subject. As demobilization indicates special training fields, these will doubtless be emphasized and expanded. Men who want to prepare themselves for better jobs will have every opportunity.

In addition, factual counseling material will have to be gathered and made available to prospective civilians—straight dope on what jobs are open, what kind of training and aptitudes they require, everything that will be useful to a man in determining what he should study and train himself for. Another service to these men will be the providing of information about their privileges as veterans, and the privileges available to their dependents.

Other problems—and other answers—doubtless will develop. What turns the war may take, what demands a post-war world may make upon the Navy are still very open questions, and all demobilization answers hinge upon them.

But to the one question which can be answered, the answer is plain: the Navy intends to do everything within its power to effect demobilization, when the time comes, with as much speed and concern for its personnel as can possibly be achieved. That is what the planning is all about.

(Next month: What benefits are now available to men demobilized in World War II? How is such demobilization taking place?)
When Johnny comes rolling home it won't be in a Volkswagen. But don't think it hasn't been tried—and with near success. It has.

A guy in uniform succeeded in getting a captured German jeep in North Africa. Then he drove it down to the dock, aboard a ship and stowed it away. He even drove it down the gangplank at an east coast American port. But that's as far as he got. Navy authorities took it away from him, but fast.

And then there's the story of the hand grenades.

Not so long ago two sailors brought several hand grenades aboard their ship. They hid them aboard—in the officers' accommodations. And the hand grenades were of the live variety. Very live.

But the story isn't funny.

An officer moved some blankets and one of the hand grenades hit the deck. Result: four persons hospitalized with lacerations of the eyes and arms.

There's also the story of the antiaircraft ammunition. It's not tragic but it could have been. And it happened more than once.

During the usual postal inspection of packages mailed into the United States, inspectors found some antiaircraft ammunition. All they needed was the gun to make things go "boom."

Enough matches to start fires that could have leveled New York, San Francisco and Waukegan have been intercepted in mail from the boys overseas.

Scratch an American and you find a souvenir hunter. That's all right. The Navy doesn't mind. All the Navy wants is a little judgment exercised.

In order to keep your souvenirs, lend an eye to this recent directive:

"Naval personnel returning to the United States from theaters of operation may be permitted to bring back small items of enemy equipment EXCEPTING name plates, items which contain any explosive, and such other items whose usefulness to the service or whose value as critical material outweighs their value as trophies . . . "

"Naval personnel in the theaters of operation may be permitted to mail small items of enemy equipment EXCEPTING articles listed above, inflammables, and firearms capable of being concealed on the person, to friends or relatives in the United States."

Mate, that doesn't mean hand grenades, live ammunition or matches, even if they do have Tojo's or Adolph's signatures scrawled on them.

And it doesn't mean captured "walkie-talkie" sets either. That's been tried, too. It's a nice idea to be able to carry on a conversation with the girl friend after the old man kicks you out. You could do just that with a "walkie-talkie." But radio and fire

Souvenir Collecting, Ltd.

The Green Light Is On for Battlefield Mementos—If You Observe the Rules

Official OWI photograph

OKAY: Captured enemy helmets—Germans left these behind in Tunisia—are legitimate souvenirs.

Official U. S. Marine Corps photograph

FORBIDDEN: But you can't send home explosives, such as these live Jap bombs found on Guadalcanal.
control equipment have a value to the United States government that far outweigh their value as souvenirs.

Those are some of the "don'ts." However, there are plenty of "do's."

For instance, among the permissible souvenirs are captured rifles and small arms that cannot be concealed on the person, bayonets, uniforms and parts of uniforms, small personal flags (such as the ones the Japs carry), shell fragments, provided they are small and harmless (large pieces might be wanted for metallurgical examination by our experts), spent bullets, empty antiaircraft cartridge shells, with primers removed, helmets, gas masks, canteens, swords, etc.

The list of things that it is permissible to mail home or bring back is almost inexhaustible. It just takes a little common sense.

Remember, too, that souvenirs do not include U. S. Government property. When you set up shop for yourself after the war, you'll have to do it with gear you've paid for with your own hard cash, not with anything stamped "U.S.N."

Alcoholic spirits (includes whisky, gin, rum, etc.) are also verboten. Mail violations postal regulations.

ENEMY SMALL ARMS, such as the Jap machine gun above, found on Kiska, may be sent home as souvenirs if: (1) they're incapable of being concealed on the person and (2) their usefulness to the service or value as critical material doesn't outweigh their value as trophies.

they are returned after examination by Navy authorities.

For instance, a sailor brought home a captured Japanese knee mortar. He even included ammunition. Navy authorities took the mortar and the ammunition. Then they gave the mortar back to him—minus the ammunition.

When you find an item that you want to send or bring home to a relative or friend, this is what you do:

Go to your commanding officer and get a certificate (in duplicate) signed by him stating that you are officially authorized by the theater commander to retain as your personal property the articles listed on the certificate.

When you arrive at the port of entry into the United States you will surrender the duplicate copy of the certificate to customs officers when you declare the articles.

Get a similar certificate when you mail captured material back home. The certificate will be accepted by postal authorities as evidence that the sender is officially authorized to mail the articles and will be retained in the parcel for the possession of the person to whom the parcel is addressed.

If the articles in the parcel are sent as gifts, the parcel should also contain the gift declaration (INFORMATION BULLETIN, Oct. 1943).

And if you pick up some enemy equipment and you are told that you can't keep it, you can bet that the Navy has a good reason for wanting it. Sometimes the reason might not be obvious, but there's a good reason nevertheless.

Either the item is dangerous or the Navy needs it for analytical purposes.

Above all, don't be like the service-man (name withheld by request) who mailed a live hand grenade to his mother with a note: "Mother, put this on the mantelpiece." And then added, as an afterthought, "Don't let it fall off. It might explode."
An LST Goes Jap Hunting

Landing Ship Shoots Down Seven Planes, Six Within Few Hours at Vella LaVella

An LST is usually considered a squat, sluggish ferry, plying the cargoes of war to amphibious fronts—a "soft touch" for enemy bombers.

Seven Jap pilots, who made the mistake of so considering them, are now with their ancestors, and a certain LST proudly displays seven Rising Sun emblems on her bridge. Many destroyers have fewer planes to their credit.

This LST posted the first Rising Sun emblem one day last July, off Rendova Island. It was a long-range shot at a lone Jap bomber. She collected the other six emblems within a few hours one tense August day during the initial Allied landing on Vella LaVella Island.

General quarters rang out an hour before dawn and the crew, wide awake for hours, rolled out of bunks, fully clothed, and headed for battle stations. The LST ground open the huge doors in her bow that allow a landing ramp to descend. Lieut. James C. Respess, Jr., USNR, executive officer, set out for shore in a small boat.

Meanwhile, a group of Jap dive bombers, fighters and medium-level bombers were waiting in the sun, reconnoitering their intended victims—three LSTs, five escort vessels and some small boats.

As the Jap planes dived simultaneously, the crew of our Jap-hunting LST opened fire. Lead poured into one bomber’s fuselage as it released two bombs that straddled the LSTs bow. A third bomb landed slightly ahead, spraying shrapnel and wounding a hospital corpsman.

Pulling out of its dive, the Jap bomber wavered. At it flew over the head of Lieutenant Respess in his small boat, he got a few rounds of low-caliber machine-gun fire into its belly. A thin column of smoke marked the plane’s end. Victim No. 2.

Next came a low-flying Zero. Tracers knocked a fragment off its fuselage, larger pieces from its tail assembly. A sister ship finished it off.

After that the sky cleared of Jap planes and the crew could draw a long breath and grab a few sandwiches. The captain, Lieut. Joseph M. Fabre, USNR, a New Orleans research accountant in civil life, eased his ship as close as possible to the beach. Two bulldozers wallowed ashore. One packed dirt and rubble solidly out to the ship’s ramp. The other cleared a path into the jungle. Cargo began to move ashore, then passengers.

Then eight dive bombers and escorting Zeros zoomed in for attack. The bombers split into three groups, each group attacking an LST. They over-flight their mark and their bombs hit the beach. A bow gun on this LST got a full magazine into one bomber, slicing it nearly in two. No. 3!

A few seconds later Chester Larson, BM1c, USNR, got the range of another bomber with the starboard gun. He ripped tracers into its belly until it plunged into the sea. Victim No. 4.

The remaining bombers flew out of sight over a ridge, but seven Zeros swung back for a final strafing party. As the Zeros reached the LST they started climbing, exposing their silver undersides. Every gun on the LST was pouring out lead. A stern gun accounted for Victim No. 5.

Jerry Holland, S1c, USNR, got another Zero in his sights, saw it burst into flames and crash in the water.

Allied fighters returning from a dogfight arrived then and pounced on the remaining Zeros. They downed one and drove another toward Larson’s gun. He accounted for it, his second and No. 7 for his ship.

By nightfall the last piece of equipment had been unloaded and the LST backed off and rejoined the convoy. During the night there were four more bombing attacks. On the second, six bombs fell close to the LST. On the third, two bombs straddled the bow. One plane came down to 150 feet and tracers ripped the ship’s sides and bounced off the deck.

At 0625 the next morning the gun crews finally left their posts, after 24 hours of almost constant action, without relief and with very little food.

"You know," said a freckled crew member, who is raising three baby chicks in a box on the fantail, "I used to sort of apologize for this old tub. Duty in her wasn’t like being in a carrier or a tin can. But after Vella LaVella... ."
Makin taken."
These two words, flashed at 1115 on 23 November 1943, officially signaled the end of the fight for Tarawa, Makin and Abemama. They closed the bloodiest and bitterest struggle in the long history of the Marine Corps—76 hours of battle such as toughened Army, Navy and Marine fighters had never before experienced. They were an epitaph for more than a thousand lives expended in taking the Gilbert Islands, an area not half as large as New York City. But they were two words which stabbed straight at the heart of Japan.

The prologue to the conquest of the Gilberts was spoken by Admiral Chester W. Nimitz on Armistice Day. "The time to strike has come," he said. "We see a new victory.

Two days later heavy bombers were blasting and raking Jap strongholds in the Gilberts and the more distant Marshalls. For six days they maintained this incessant bombardment, and on the sixth day planes from Navy carriers joined the assault. That was 19 November. The following dawn found the invading fleet poised off the coral atolls.

Here, in the gray dawn of 20 November, was the greatest U.S. war fleet ever assembled in the Pacific and, possibly, ever assembled anywhere. It had rendezvoused from secret bases. It carried veterans secretly and specially trained for jungle and tropical warfare. It had the support of a smashing air force of more than 1,000 planes. Its integrated forces were commanded by tough specialists to whom Japs and their tactics were no strangers.

In command of the entire campaign was Vice Admiral Raymond A. Spruance, USN, hero and victor of Midway. Rear Admiral Richmond K. Turner, USN, directed the Navy amphibious forces and Vice Admiral J. H. Hoover, USN, commanded the accompanying aircraft. The Army's 27th Infantry, with a year of Hawaiian rehearsal behind it, was under the command of Maj. Gen. Ralph C. Smith, USA. Maj. Gen. Holland M. Smith, USMC, marine expert in amphibious warfare, was in charge of the marine amphibians and Maj. Gen. Julian C. Smith, USMC, headed the toughened Marine Corps Second Division.

Ahead of these veteran and seasoned fighters lay a group of coral-and-sand jutting reefs hemmed by shallow reefs, at no point rising more than 12 feet above sea level. Against the massed forces bearing down on them they appeared insignificant. Yet one admiral, studying them in the distance, prophesied to a correspondent:

"Will to Die' Wins the Gilberts
76-Hour Battle for Pacific Atolls Is Bloodiest in Marine Corps History


"There is the hardest nut any naval
or military commander has ever been ordered to crack."

At 0500 on 20 November the sky above Makin and Tarawa lit up like a holocaust as the big naval guns laid down their first barrage. Betio, a tiny strip which encompasses approximately one square mile, was the target of 1,000 tons of aerial bombs and 1,500 tons of naval shellfire. Along the shore great fires burst hundreds of feet into the air.

Marines and soldiers scrambled down the landing nets. The first wave of Higgins boats turned and headed for the beaches. It was broad daylight.

Almost immediately, invasion plans went awry as a sudden shift of wind uncovered the already shallow reefs. The heavy landing craft hung on these coral traps. Only a few of the first wave made shore. Others turned back and hurriedly transferred their loads to smaller, steel-bottomed craft.

"We've got to get more men in," boat officers told the troops 1,000 feet from the beach. "Go on and walk it from here."

The men jumped into neck-deep water and struggled toward their beleaguered comrades on the beach. The landings were to be made on foot and in smaller, steel-bottomed craft. During the entire first day the assaulting battalions were cut to ribbons. It was broad daylight.

"Guadalcanal was a picnic," he said simply. That night two marines stayed on watch for every marine who managed short, fitful sleep periods. Morning brought one of the most grisly sights in the memory of man.

Story Behind Some Of War's Best Photographs

An order from Admiral Chester W. Nimitz to Pacific fleet commands to provide "all practicable cooperation" to reporters and photographers assigned to the Pacific war theaters resulted last month in almost immediate transmission of dramatic photographs and news stories from the Gilberts.

The Office of War Information joined the national press in hailing the Gilberts pictures and eyewitness reports as "knockouts." Both the public and Hollywood technicians agreed that the movie sequences of the fighting were the equal of Russian films and the British and American North African war films.

A dramatic sample of the results of Admiral Nimitz's order appears on the four pages 12-15.
THE SMITHS GO TO TOWN

The Japs were officially and painfully introduced to America's most populous family—the Smiths—when three major generals bearing that name led their forces in the invasion of Tarawa and Makin. Meet the Smiths:

Maj. Gen. Holland McTieyre Smith, USMC, commanded the Marine landing operations. His First Marine Division spent almost the entire year of 1940 "sitting" Caribbean beachheads and training in jungle fighting. An Alabaman with 38 years' experience in the tropics and aboard warships, he was awarded the Croix de Guerre and Purple Heart after the last war, the Distinguished Service Medal in this one.

Maj. Gen. Julian Constable Smith, USMC, commanded the Second Marine Division. He is a crack rifle shot and shot putter with 35 years' marine service in the tropics, aboard ship, and in Europe. Awarded the Navy Cross after the Nicaraguan campaign of 1930-33, General Smith is a Marylander with several years' study of amphibious methods at Marine Corps training centers and in the field.

Maj. Gen. Ralph Corbett Smith, USA, prepared his 27th Division for jungle and tropical fighting with more than a year's training on Oahu, Hawaii. He developed a system of "combat teams" which allows small units to fight individually. A Coloradan, he joined the National Guard in 1916 as a private and finished the war as a major. He holds the Silver Star with Oak Leaf Cluster and the Purple Heart.

How To Await Zero Hour

How does a marine spend his time on route to an invasion and while waiting zero hour? Master Technical Sergeant Jim G. Lucas, marine combat correspondent, whiled away the hours prior to the Gilbert landings as follows:

(1) Played 215 consecutive games of gin rummy; (2) bought and smoked six cartons of cigarettes and one box of cigars; (3) drank 93 cups of hot coffee; (4) submitted to one crew haircut; (5) washed the same pair of socks and same set of underwear; (6) read one pocket history of the United States; (7) read two religious essays; (8) read 19 mystery stories, and (9) spent an average of 18 out of every 24 hours talking and thinking about home.

And though the atolls are tiny specks on a large map, their importance to the Navy's future course against Japan cannot be overstated. Control of the Gilberts does much to clear our supply lines to the Southwest Pacific. Also, it places us within direct striking distance of the Jap-mandated Marshalls and Carolines. When the Marshalls fall, we shall be standing over the Jap bastion of Truk. And the conquest of Truk will in effect drive the Japs back to home waters, open a supply line to China, and clear the entire South Pacific of the enemy.

The Gilberts will be used more profitably by our forces. The Jap strategy, as exhibited time and again, is to capture such outposts and then fortify them in an attempt to make each one a miniature Gibraltar. Under Allied strategy, such outposts are used as bases for striking aircraft and for land-based air protection for naval actions. And most military students believe that from now until victory the Pacific war will be largely naval.

(Continued on Page 50)

It's A Global War To Navy Veterans

Many Navy men who formed the crews of transports which delivered the marines and soldiers to Tarawa know what they mean when they say they're fighting a global war. Some of these bluejackets have taken part in the North African, Sicilian and Italian landings.

Their ships were rushed half way around the world to pick up marines at their bases and carry them across the equator to the Gilberts.
TARAWA: 4 Pages of Pictures on the Toughest Fight
In 168 Years of U. S. Marine Corps History

Over the top, Tarawa version: One by one, marines charge into Japanese fire to expand their narrow beachhead.

Official U. S. Marine Corps photograph.
Loaded with guns and ammunition, marines wade 500 yards through surf as barges unload offshore.

With antiaircraft guns searching the sky, landing barges churn back to transports for reinforcements.

Marines crouch behind debris as their dive bombers arrive. In the background is an amphibious tractor used in the assault.

Ammunition is hastily unloaded from a jeep which has just come through the shallow water to the beach.

Pitching for Uncle Sam, a marine throws a strike at a Jap pillbox. His buddy, tired and dirty, pauses for a drink.

Official U. S. Marine Corps photographs
Exposing themselves to enemy fire, marines swarm over a heavily fortified pillbox to rout out Japs.

When Japs in this shelter refused surrender demand by marine at entrance, grenades ended their resistance.

Jap in background still has his toe hooked to rifle trigger. Both killed themselves when cornered.

These Japs fell in a ready-made shallow grave when Marine machine-gun fire finally mowed them down.

Jap prisoners are forced to walk in stooped positions to prevent a surprise attack or dash for freedom.

After the battle: Bodies and wreckage float along the battered shoreline.

Page 14
der demand by
air resistance.

Tbis Jap plane strafed landing
parties before being brought down.

Rifle upended in the sand supports
flask of plasma for wounded marine.

Marines attend shipboard funeral of
a buddy buried at sea.

AT RIGHT: Stars and Stripes wave
over shell-blasted Tarawa from
severed royal palm.
Everything is Simple About It—Except Its History and Rules

On the deck of a ship, two men passed each other—a seaman and an admiral. Both saluted: the seaman saluted the admiral, and the admiral saluted the seaman. Even on a city street, they would have exchanged salutes.

Why?

They were both acknowledging their common bond and the admiral’s salute was just as much a mark of respect and of comradeship as was that of the seaman.

In that little contrast in ranks is summed up a lot of the philosophy behind one of the oldest traditions in the Navy, and one of the most paradoxical.

For nothing could be a more interesting study in contrasts than the salute itself, a gesture you make every day, yet, for a common gesture, one with a very uncommon story.

It is purely a military custom—yet derived largely from a civilian one.

It is American in spirit—but we picked it up from the British.

It is used by the Navy—but its origin is Army.

It is rendered by naval personnel only when covered—but its previous usage was essentially an uncovering.

It is a symbol of smart discipline—but was originally condemned as a “slovenly” gesture.

It is the democratic sign of comradeship among all military men—but got its first great impetus from a Queen.

Its form is authorized from above—but revolutionized from below.

It is regarded as the province solely of military men—yet one of the main reasons for its interest today is the great influx of civilians into the armed forces.

All of which makes the salute something that is apparently a lot more fundamental than just raising your right hand or having a sort of reflex action at the elbow.

In America the military salute is the right and privilege of some 10,000,000 men and women in the armed services. Most of them know most of the answers, but there are still plenty of points that they’re not quite sure about. (You might test yourself on the 20-question “quiz” on pages 18-19.)

As a matter of fact, even though they may know some of the basic rules, many do not know why they follow the custom of saluting.

**WHY salute?**

In one way, the answer to the question is as simple as the answer to why we all wear uniforms: a military organization functions efficiently only as a unit, and anything which helps bring all the personnel together, to give them a common bond and an identifying symbol, is a unifying influence to be nurtured in the best interest of the service. That’s why everyone salutes: a salute is a common identifying symbol, the uniform of the spirit of a military man, as it were, in the same way that clothing is the uniform of his body.

The fact that it is a simple and obvious gesture—and one which depends not upon paraphernalia but on the plain, wearing fact that military men (and women, now) are meeting—makes it unique among military gestures. Its very simplicity has made it such a symbol that it assumes a great importance.

There is a great deal wrapped up in that simple gesture. It means, “I am a member of a great military organization, and proud to be a member of it. I am therefore happy to indicate my membership by giving the accepted sign—the salute. Furthermore, I am glad to acknowledge a blood-brother in my organization; I know we have a job to do together, and I respect him for his part in doing it even as he respects me for my part in doing it.” In other words, it’s the “high sign.”

So, quite the opposite of some feeling that the salute is a sign of inferiority, the salute is rather an affirmation of the importance of all members of the organization.

Two of the best proofs that this is so are these facts: first, that no matter how low in rank a man may be who salutes, his salute is required to be returned, no matter how high in rank the other may be.

And even more telling is the second: if you are being disciplined and are a prisoner, you may not salute. You have to be worthy of membership in the military organization before you can be accepted by the others in it, as the salute indicates.

All this being meant by a salute, the emphasis upon it no longer seems...
10 WAYS TO SPOT A GOOD SALUTE

'Rules

Why they're

To the question of what a military salute is, it's important to understand that the military salute is not only a symbol of respect, but also a way to unite and identify members of the military. The uniform is a symbol of the military's commitment to their country and to the nation's values. The simple and straightforward nature of the military salute makes it easy to recognize and understand.

The uniform is a symbol of the military's professionalism and dedication to duty. It's important to note that the military salute is a sign of respect and recognition, not just for the officer being saluted, but for all members of the military.

The military salute is a symbol of the military's commitment to the nation's values and to the country's security. It's a sign of respect and recognition for the officer being saluted, as well as for all members of the military.

The military salute is a symbol of the military's professionalism and dedication to duty. It's important to note that the military salute is a sign of respect and recognition, not just for the officer being saluted, but for all members of the military.

The military salute is a symbol of the military's commitment to the nation's values and to the country's security. It's a sign of respect and recognition for the officer being saluted, as well as for all members of the military.

The military salute is a symbol of the military's professionalism and dedication to duty. It's important to note that the military salute is a sign of respect and recognition, not just for the officer being saluted, but for all members of the military.

The military salute is a symbol of the military's commitment to the nation's values and to the country's security. It's a sign of respect and recognition for the officer being saluted, as well as for all members of the military.

The military salute is a symbol of the military's professionalism and dedication to duty. It's important to note that the military salute is a sign of respect and recognition, not just for the officer being saluted, but for all members of the military.

The military salute is a symbol of the military's commitment to the nation's values and to the country's security. It's a sign of respect and recognition for the officer being saluted, as well as for all members of the military.

The military salute is a symbol of the military's professionalism and dedication to duty. It's important to note that the military salute is a sign of respect and recognition, not just for the officer being saluted, but for all members of the military.

The military salute is a symbol of the military's commitment to the nation's values and to the country's security. It's a sign of respect and recognition for the officer being saluted, as well as for all members of the military.
unwarranted. It does not hurt to be reminded of pride and loyalty to one's own—the reaffirmation of it constantly is a stimulus to the spirit of the whole organization. If that is the case, the salute is properly understood.

Yet, since there are those who do not understand, and who quite wrongly presume the salute to be a mark of subordination. The man who does not salute is saying that he refuses to respect higher authority—even though the salute itself (if he only knew it!) isn't concerned with that question at all, except that as a matter of courtesy the junior salutes first.

The Salute in Wartime

War has brought a tremendous number of reserves into the Navy, so much so that today approximately 88 per cent of the Navy is made up of men who were, before June 1941, civilians. Familiar with the know-how of business, industry, finance, home-town living, it would be only natural if they assumed the Navy would swing over to their way of doing things—since they're in such a majority. Yet there is of course good reason for the normal Navy way not being the civilian way—naval problems and responsibilities are unique; the Navy's standard is always top quality in every respect, and its means of achieving that quality are considered and proven. In wartime, that reason increases in importance; quality is all-important—and although reserves are obviously not fully trained when they enter active duty, they must quickly learn to match Navy standards—or else jeopardize the quality of the Navy. Men who consider themselves "sophisticated" or "hard boiled" refuse to admit a pride in their outfit sometimes, and thus derive the salute—yet even if they have no pride, they may be staking their very lives on the efficiency of their shipmates—and pride, spirit, discipline mean better men and a better chance for all to live when it comes to the showdown.

Which brings up another paradox: there are those in shore billets who agree that discipline is needed afloat, but such customs as saluting appear meaningless ashore. The answer is of course that the shore establishments exist only for the fleet—and if there is a disaffection of spirit ashore, it will all too soon show up in the fleet. There can be no double standard if unity and highest efficiency are maintained.

(Incidentally, it should be pointed out that in wartime especially, civilians are very aware of the military custom of saluting—and they look for it. When they observe officers not saluting, they take it as a reflection upon the service—and specifically upon the man who won enough to give it. It is true that, in stress, things aflata, observe and it is true that to observe a overemphasis. But the mean- 

So You Know About

1. Under what circumstance would an officer salute an enlisted man first? (a) They are walking in a dress uniform; (b) officer is a staff officer of the same rank or a wave of the same rank; (c) both are Navy nurses of the same rank; (d) the officer is a petty officer 1st class of the same rank.

2. When a naval officer of the line (enlisted) salute, do the counters one of the following, which salute to him first, and why? (a) Staff officer of the same rank; (b) Wave of the same rank; (c) Navy nurse of the same rank; (d) Army officer of corresponding rank; (e) Wave of corresponding rank; (f) Army nurse of corresponding rank; (g) Marine officer of corresponding rank; (h) Marine (female) of corresponding rank; (i) Do you have a standard? (j) Coast Guard officer of the same rank; (k) Spur officer of the same rank; (l) Is a retired officer not in U.S. Navy? (m) Are officer salutes exchanged ashore?; (n) At both beginning and end?; (o) At the beginning of the conversation; (p) At the beginning of the conversation; (q) At both beginning and end?; (r) An office can so salute ashore?; (s) A lieutenant is walking with a companion officer. Should I salute him?; (t) Salute a man?; (u) Salute a man?; (v) Staff officer of the same rank; (w) A retired officer not in U.S. Navy?; (x) A retired officer not in U.S. Navy?; (y) A retired officer not in U.S. Navy?; (z) A retired officer not in U.S. Navy?

3. What rite is enjoined that is observed in the Navy? (a) Staff officer of the same rank; (b) Wave of the same rank; (c) Navy nurse of the same rank; (d) Army officer of corresponding rank; (e) Wave of corresponding rank; (f) Army nurse of corresponding rank; (g) Marine officer of corresponding rank; (h) Marine (female) of corresponding rank; (i) Do you have a standard? (j) Coast Guard officer of the same rank; (k) Spur officer of the same rank; (l) Is a retired officer not in U.S. Navy?; (m) Are officer salutes exchanged ashore?; (n) At both beginning and end?; (o) At the beginning of the conversation; (p) At the beginning of the conversation; (q) At both beginning and end?; (r) An office can so salute ashore?; (s) A lieutenant is walking with a companion officer. Should I salute him?; (t) Salute a man?; (u) Salute a man?; (v) Staff officer of the same rank; (w) A retired officer not in U.S. Navy?; (x) A retired officer not in U.S. Navy?; (y) A retired officer not in U.S. Navy?; (z) A retired officer not in U.S. Navy?

4. When does a member of the guard NOT salute an officer? (a) Staff officer of the same rank; (b) Wave of the same rank; (c) Navy nurse of the same rank; (d) Army officer of corresponding rank; (e) Wave of corresponding rank; (f) Army nurse of corresponding rank; (g) Marine officer of corresponding rank; (h) Marine (female) of corresponding rank; (i) Do you have a standard? (j) Coast Guard officer of the same rank; (k) Spur officer of the same rank; (l) Is a retired officer not in U.S. Navy?; (m) Are officer salutes exchanged ashore?; (n) At both beginning and end?; (o) At the beginning of the conversation; (p) At the beginning of the conversation; (q) At both beginning and end?; (r) An office can so salute ashore?; (s) A lieutenant is walking with a companion officer. Should I salute him?; (t) Salute a man?; (u) Salute a man?; (v) Staff officer of the same rank; (w) A retired officer not in U.S. Navy?; (x) A retired officer not in U.S. Navy?; (y) A retired officer not in U.S. Navy?; (z) A retired officer not in U.S. Navy?

5. A lieutenant is walking with a companion officer. Should I salute him? (a) Staff officer of the same rank; (b) Wave of the same rank; (c) Navy nurse of the same rank; (d) Army officer of corresponding rank; (e) Wave of corresponding rank; (f) Army nurse of corresponding rank; (g) Marine officer of corresponding rank; (h) Marine (female) of corresponding rank; (i) Do you have a standard? (j) Coast Guard officer of the same rank; (k) Spur officer of the same rank; (l) Is a retired officer not in U.S. Navy?; (m) Are officer salutes exchanged ashore?; (n) At both beginning and end?; (o) At the beginning of the conversation; (p) At the beginning of the conversation; (q) At both beginning and end?; (r) An office can so salute ashore?; (s) A lieutenant is walking with a companion officer. Should I salute him?; (t) Salute a man?; (u) Salute a man?; (v) Staff officer of the same rank; (w) A retired officer not in U.S. Navy?; (x) A retired officer not in U.S. Navy?; (y) A retired officer not in U.S. Navy?; (z) A retired officer not in U.S. Navy?

6. If addressed by an officer, does one salute? (a) Staff officer of the same rank; (b) Wave of the same rank; (c) Navy nurse of the same rank; (d) Army officer of corresponding rank; (e) Wave of corresponding rank; (f) Army nurse of corresponding rank; (g) Marine officer of corresponding rank; (h) Marine (female) of corresponding rank; (i) Do you have a standard? (j) Coast Guard officer of the same rank; (k) Spur officer of the same rank; (l) Is a retired officer not in U.S. Navy?; (m) Are officer salutes exchanged ashore?; (n) At both beginning and end?; (o) At the beginning of the conversation; (p) At the beginning of the conversation; (q) At both beginning and end?; (r) An office can so salute ashore?; (s) A lieutenant is walking with a companion officer. Should I salute him?; (t) Salute a man?; (u) Salute a man?; (v) Staff officer of the same rank; (w) A retired officer not in U.S. Navy?; (x) A retired officer not in U.S. Navy?; (y) A retired officer not in U.S. Navy?; (z) A retired officer not in U.S. Navy?

7. When two naval officers meet on the street, both of the same rank but none are saluting ashore. The answer is of course that the shore establishments exist only for the fleet—and if there is a disaffection of spirit ashore, it will all too soon show up in the fleet. There can be no double standard if unity and highest efficiency are maintained.

[ANSV]
### RATES AND RANKS OF THE U.S. ARMED SERVICES

<table>
<thead>
<tr>
<th>RANK</th>
<th>OFFICER PICTURE</th>
<th>WARRANT OFFICER</th>
<th>MIDSHIPMAN AND CADET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petty Officer</td>
<td><img src="image" alt="Petty Officer" /></td>
<td><img src="image" alt="Warrant Officer" /></td>
<td><img src="image" alt="Midshipman and Cadet" /></td>
</tr>
<tr>
<td>Master Chief Petty Officer</td>
<td><img src="image" alt="Master Chief Petty Officer" /></td>
<td><img src="image" alt="Chief Petty Officer" /></td>
<td><img src="image" alt="First Lieutenant" /></td>
</tr>
<tr>
<td>Petty Officer First Class</td>
<td><img src="image" alt="Petty Officer First Class" /></td>
<td><img src="image" alt="Second Lieutenant" /></td>
<td><img src="image" alt="Captain" /></td>
</tr>
<tr>
<td>Chief Petty Officer</td>
<td><img src="image" alt="Chief Petty Officer" /></td>
<td><img src="image" alt="First Lieutenant" /></td>
<td><img src="image" alt="Commander" /></td>
</tr>
<tr>
<td>Petty Officer Second Class</td>
<td><img src="image" alt="Petty Officer Second Class" /></td>
<td><img src="image" alt="Second Lieutenant" /></td>
<td><img src="image" alt="Captain" /></td>
</tr>
<tr>
<td>Chief Warrant Officer</td>
<td><img src="image" alt="Chief Warrant Officer" /></td>
<td><img src="image" alt="First Lieutenant" /></td>
<td><img src="image" alt="Commander" /></td>
</tr>
<tr>
<td>Petty Officer Third Class</td>
<td><img src="image" alt="Petty Officer Third Class" /></td>
<td><img src="image" alt="Second Lieutenant" /></td>
<td><img src="image" alt="Captain" /></td>
</tr>
<tr>
<td>Warrant Officer First Class</td>
<td><img src="image" alt="Warrant Officer First Class" /></td>
<td><img src="image" alt="First Lieutenant" /></td>
<td><img src="image" alt="Commander" /></td>
</tr>
</tbody>
</table>

### OFFICERS ACKNOWLEDGE ALL SALUTES AND SALUTE ALL SENIOR OFFICERS

<table>
<thead>
<tr>
<th>Officer Category</th>
<th>Acknowledgement</th>
<th>Salutation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petty Officer</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Master Chief Petty Officer</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Petty Officer First Class</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Chief Petty Officer</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Petty Officer Second Class</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Chief Warrant Officer</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Petty Officer Third Class</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Warrant Officer First Class</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Useful Information

1. **Origin of the Salute**
   - Numerous and sometimes fanciful are the various origins attributed to the salute, some of the versions military, some of them not, and one definitely on the romantic side. A polyglot fellow, the salute traces its origin back to the Romans, to the English knights, to the American Indian and to the British Navy, among others.

2. **Historical Context**
   - It is true that under battle conditions afloat, customs are harder to observe and they can appear to be overemphasized and out of context. But the reminder that the salute conveys is useful wherever given—and in wartime, among new naval personnel, above all.

3. **Examples of Salutes**
   - When several officers of varying rank are walking in company, and are tendered a salute, do they acknowledge the salute, or do they acknowledge it immediately?
   - Are reserve officers on active duty (and not in uniform) entitled to a salute?
   - Does a senior officer ever salute a junior officer first?

4. **Historical Development**
   - The process of moving from (a) complete uncovering, through (b) merely touching the cap, to (c) today's hand salute, was not accomplished without some opposition:
     - An order of 1796 stated that officers were to take off their hats when receiving orders from superiors, “and not to touch it with an air of negligence.” Although touching the cap was then considered “slowly,” a lazy substitute for uncovering, the custom was already creeping into the British service.

5. **Cultural Significance**
   - A romantic version of the knight-hood-in-flower angle places the origin of the salute to the jousts and tournaments, when, after the Queen of Love and Beauty was crowned, the knights passed in review before her throne. Each knight as he drew near raised his mailed fist to shield his eyes—a subtle way of letting the lady know that her beauty blinded him. Many reserves today still have this trouble when they spot the scrambled eggs on the bill of an admiral’s cap.
WHEN TO SALUTE

IN GENERAL

ENLISTED MEN SALUTE OFFICERS AND JUNIOR OFFICERS SALUTE SENIOR WHEN HEARING PASSING NEAR, WHEN ADDRESSING OR BEING ADDRESSED

OFFICERS AND ALL ENLISTED MEN NOT IN FORMATION SALUTE DURING HONORS TO THE FLAG OR PLAYING NATIONAL ANTHEM

WHEN REPORTING (OCCUPIED)

GUARDS SALUTE ALL OFFICERS PASSING CLOSE ABOARD

WHEN SEVERAL OFFICERS ARE SALUTED, ALL SHALL RETURN IT

ABOARD SHIP

WHEN OVERTAKING A SENIOR THE SALUTE SHALL BE GIVEN WHEN ABREAST, WITH "BY YOUR LEAVE, SIR!"

IN BOATS

WHEN A SENIOR ENTERS OR LEAVES

VEHICLES

ENLISTED MEN RISE AND SALUTE WHEN AN OFFICER ENTERS OR LEAVES

FIRE ON SHORE

MEN AND OFFICERS SALUTE ALL SENIOR U.S. AND ALLIED OFFICERS THEY MAY ENCOUNTER

ON EVERY OCCASION SALUTE THE CAPTAIN, OFFICERS SENIOR TO HIM, SENIOR OFFICERS FROM OTHER SHIPS

ENLISTED MEN RISE AND SALUTE WHEN AN OFFICER ENTERS OR LEAVES (IF SAFETY PERMITS)

ON DAILY MEETING

ENLISTED MEN SALUTE All OFFICERS, JUNIOR OFFICERS SALUTE SENIOR

WHEN MILITARY DUE

OFFICERS RISE AND SALUTE WHEN A SENIOR ENTERS OR LEAVES

WHEN OFFICERS MEET DETAIL ASHORE OR ABOARD, MAN IN CHARGE SALUTES FOR DETAIL

PROCESSIONS IN CARS RENDER AND RETURN SALUTE (GRABES; NO, IF SAFETY IS INVOLVED)

SENTINELS AT BANNOCKBURN SALUTE ALL OFFICERS GOING OR COMING OVER SIDE, PASSING CLOSE ABOARD

UPON APPROACH OF OFFICER, ONE CALLS ATTENTION, ALL SALUTE

WHEN OFFICERS TASKS NEAR OFFICER OR PERFORM OFFICER IN CHARGE SALUTES IF NOT PRESENT OFFICER DO

WHEN COLORS ARE呈現ERED MAN IN CHARGE OF DETAIL SALUTES: OTHERS AT ATTENTION

WHO salutes

In the Navy, every officer, officer, and person in uniform salutes everyone. Even within the organization, if a man is as bi to render it, thinks that a salute might save an officers' life. In general, the Navy is the great saluter. Every office Salutes are by all who are at Salutes a service when over. When men are saluted, Salutes a the Navy, Coast Guard, and all services are formally performed. The only women in uniform are sailors, and not serviced, also to the governing The only women pe and hat in ce
There was little uniformity, and it took a Queen to set some order out of the infinite variety. Because of her displeasure at seeing officers and men stand uncovered when they appeared for royal commendation, Queen Victoria decreed the hand salute only in January 1890. Custom had won out, after all.

**WHO salutes WHOM?**

In the Navy, as in practically every military service in the world, everybody salutes—from the bottom to top and down again. The top-ranking admiral of the U.S. Navy rates a salute from all of the more than 2,000,000 men and women who are his juniors in the Navy, but, upon meeting, he would salute a British Admiral of the Fleet and a Russian Marshal, both positions outranking anything under the American system.

Even without these personages, however, there are 2,000,000 uniformed personnel he must salute in his own organization, for the salute is a two-way affair, and the obligation to return it is as binding as the obligation to render it. Any enlisted man who thinks that he is burdened with a salute might well reflect on the fact that officers have about 2,000,000 more personnel to salute than does any enlisted man!

In general, the basic rules of saluting are pretty simple, and cover by far the great majority of all cases:

- Enlisted men salute all officers.
- Every officer salutes his seniors.
- Salutes are required to be returned by all who are saluted.
- Salutes are rendered in the naval service when covered but not when uncovered. They are given at a minimum of six paces or the nearest point of passing if more than six paces and yet within a reasonable distance (generally taken as 30 paces). This gives the person saluted time to see the salute and return it.
- When several officers in company are saluted, all return the salute.
- Salutes are extended to officers of the Navy, Army, Marine Corps and Coast Guard; to foreign military and naval officers whose governments are formally recognized by the government of the United States; and, when in uniform, to officers of the Naval, Army, Marine Corps and Coast Guard Reserve, and of the National Guard.

All civilians who are entitled, by reason of their positions, to gun salutes or other honors, are also entitled by custom to the salute.

Regulations covering saluting apply also to officer and enlisted Women Reservists, and are the same as those governing other members of the Navy.

The only exception is that because women personnel wear their caps and hats in certain public places (such as
the theatre or church) where men uncover, women are technically "uncovered" in such instances and do not salute.

Within this general framework are many specific rules which govern the multitude of cases that may come up, and these are noted later in the section "When to Salute." But first, as a follow-up to WHOM to salute, let's see:

WHAT do you salute?

In addition to people, you also salute something else—the national ensign, and the national anthem. "Saluting the quarterdeck" is saluting the ensign. And, of course, whether saluting flag, music or officer, you are in effect saluting your country, for all of these are just symbols of that country.

National anthem. Whenever the national anthem is played, all officers and enlisted men of the Navy:

1. Stand at attention facing the music unless at colors when they face the ensign.
2. If in uniform, covered, they salute at the first note of the anthem, retaining the position of salute until the last note of the anthem.
3. If not in uniform and covered, they uncover at the first note of the anthem, holding the headdress over the heart and so remain until the last note, except that in inclement weather the headdress may be raised slightly and held above the head.

The same marks of respect prescribed for observance during the playing of the national anthem of the United States are shown toward the national anthem of any other country formally recognized by the Government of the United States.

Men in ranks salute only by command.

In boats, only the boat officer, or, in his absence, the coxswain, stand and salute upon the playing of the national anthem; other members of the crew, and passengers who are already standing, stand at attention; all others remain seated.

National ensign. All officers and men, when reaching the quarter-deck either from a boat, from the shore, or from another part of the ship, salute the national ensign. In the event the ensign is not hoisted this salute is tendered only when leaving or coming on board ship.

In making this salute, which is entirely distinct from the salute to the officer of the deck, the person making it stops at the top of the gangway, or upon arriving at the quarter-deck, faces the colors and renders the salute, after which the officer of the deck is saluted. In leaving the quarter-deck the same salutes are rendered in reverse order. The officer of the deck returns both salutes, and it is his duty to require that they be properly made.

The commanding officer clearly defines the limits of the quarter-deck to embrace as much of the main or other appropriate deck as may be necessary for the proper conduct of official and ceremonial functions. When the quarter-deck so designated is forward and at a considerable distance from the colors, the salute to the colors is not rendered by officers and men except when leaving or coming on board the ship.

At military funerals, the salute is rendered to the deceased by the pall bearers. Before entering the chapel, and upon leaving it, the pall bearers salute while honors are being rendered. At the grave, they salute while the casket is being removed from the caisson and until it has passed between them, and during the volleys and the playing of Taps.

WHEN do you salute?

For simplification, situations requiring salutes are listed below in more or less index form, grouped under various headings and in alphabetical order:

Aboard ship. All officers and enlisted men on board a ship of the Navy salute all flag officers, captains of ships, and officers senior to themselves from other ships on every occasion of meeting, passing near, or being addressed.

They salute all officers senior to themselves attached to the same ship on their first daily meeting, and upon addressing or being addressed by their seniors.
They salute the executive or other senior officer when that officer is making an official inspection.

At other times when the progress of a senior officer may be impaired, officers and men clear a gangway and stand at attention facing the senior officer until he has passed.

Boats. Men seated in boats in which there is no officer, petty officer or acting petty officer in charge, lying at landings, gangways or booms, rise and salute all officers passing near. When an officer, petty officer or acting petty officer is in charge of a boat, he alone renders the salute.

Officers seated in boats rise in rendering and returning salutes when a senior enters or leaves the boat, or when acknowledging a gun salute.

Coxswains in charge of boats rise, unless by so doing the safety of the boat is imperiled, and salute when officers enter or leave their boats, or when extending a salute to all commissioned officers.

Enlisted men who are passengers in the stern sheets of a boat rise and salute when a commissioned officer enters or leaves the boat.

Boatkeepers and all other men in boats not underway and not carrying an officer stand and salute when an officer comes alongside, leaves the side, or passes near them. If boat awnings are spread, they sit at attention and salute with the hand, but without rising.

Buildings ashore. In buildings of the Navy ashore, the same general rules of saluting apply as on board the Navy's ships at sea: salute the captain and all officers senior to him on all occasions, other officers on first daily meeting.

Civilian clothes. Although in peacetime seniors should be saluted when recognized while wearing civilian clothing, in wartime officers wearing civilian clothing generally are doing so because there is official reason for not having their naval identity known. Therefore, one should be discriminate about following the peacetime rule.

Group. If enlisted men or officers are standing together and a senior officer approaches, the first to perceive him says "Attention!" and all face the officer and salute.

Ladies. When covered, officers and men escorting ladies, or meeting officers and men escorting ladies, render the customary salute; if seated with ladies, juniors rise and salute. It is customary to salute a lady acquaintance when meeting upon the street, as a form of greeting, and when departing from her company on the street.

Overtaking. No junior should overhaul and pass a senior without permission. When for any reason it becomes necessary for the junior to pass, he salutes when abreast of the senior and asks, "By your leave, sir?"

Reporting—When reporting on deck or out-of-doors ashore, you are covered and salute accordingly. When reporting in an office, you uncover upon approaching the senior—and therefore do not salute.

Return. Every salute shall be returned.

Seated. An enlisted man being seated and without particular occupation rises upon the approach of an officer, faces toward him and salutes. If both remain in the same general vicinity, the compliments need not be repeated.

Seniority unknown. In most cases officers will know the relative seniority of those with whom they are in frequent contact, but there are many situations, especially ashore, where that is an obvious impossibility. You can't go around asking people what their date of rank is before deciding whether or not to salute them, so what's the procedure? Perhaps the safest guide to follow is the one that flag officers have to follow: "Should flag officers be of the same grade and their relative seniority unknown or in doubt, they should mutually salute without delay." Follow the flag.

Sentries. Sentries at gangways salute all officers going or coming over the side, and when passing or being passed by officers close aboard in boats, or otherwise.

Several officers. When several officers in company are saluted, all return the salute.

(Continued on page 48)
The USS SARATOGA heads into the wind to receive returning planes.

The ‘Sara’ Challenges Truk
Big Carrier Destroys 49 Planes, Sinks Two Warships in 30-Day Tour of Pacific

The Jap fleet definitely doesn’t want to slug it out, even when a U. S. task force buzzes around the powerful naval base at Truk Island.

That’s the opinion of Capt. John H. Cassady, USN, commander of the USS SARATOGA, who took his giant carrier within striking distance of Japan’s “Pearl Harbor” but was unable to lure the enemy fleet into combat.

For a ship which the Japs have “sunk” several times, the SARATOGA proved a very lively ghost during her 12,500-mile tour of the Southwest Pacific in November. In 30 days the carrier’s flyers shot down 25 Jap planes, probably downed 23 others, destroyed 24 planes on the ground, sank 2 warships, damaged 12 others and strafed many more.

Captain Cassady detailed the operations of a carrier task force, which included the SARATOGA, another smaller carrier, two cruisers and from four to twelve destroyers. This force raised havoc with Japanese shore installations and shipping from Bougainville to Tarawa, with side-trips toward Truk as a decoy.

The month’s action started 1 November, when the task force struck twice at Buka and Bouis, on the northwest shore of Bougainville Island. Two more attacks on the 2nd rendered the airfields unserviceable, destroyed 8 to 10 Japanese planes on the ground and silenced antiaircraft installations.

The next stop on its itinerary was the now famous raid on Rabaul, major Jap naval base on New Britain Island. In the first air attack, on 5 November, the SARATOGA launched 22 dive bombers, 23 torpedo planes and 54 fighter escorts. To meet this attack the Japs sent up from 75 to 100 Zeros.

Instead of “breaking off and getting mixed up in dog-fights,” Captain Cassady said, the young fighter pilots stuck to their assignment of escorting the dive bombers and torpedo planes. As a result, our losses were “surprisingly low” while the Rabaul harbor was left a shambles of smoking and wrecked cargo vessels and warships.

Captain Cassady praised especially the fine work of enlisted rear-seat gunners in this action.

Six days later several other carriers teamed up with the SARATOGA to give Rabaul another aerial plastering.

From Rabaul the task force steamed toward Nauru Island and gave it a dose of the same medicine by moonlight. In four concentrated attacks two air strips were destroyed.

“We were sent on several guinea-pig runs near Truk,” said Captain Cassady, “to try to get the Japs to poke their noses out, but they stayed behind their harbor nets. We went into areas where they normally run air patrols, but I don’t know whether we were picked up.”

After raiding the Nauru airfields, to prevent planes from taking off there to interfere with the landing at Tarawa, the SARATOGA steamed 400 miles to the east and stood guard at Tarawa for a week. Her planes gave fighter support to the Marine landing and engaged in antisub patrols.
1. At the command, "Pilots, man your planes," pilots hasten from ready room to waiting Hellcats.

2. The Saratoga's flight deck presented this busy scene during the 5 November raid, with some planes coming in and others being checked by mechanics. In the foreground is a Dauntless dive bomber.

3. Far below, members of the crew were kept informed of the raid over the PA system.

4. Jap warships in Rabaul harbor made a frantic run for the open sea as the carrier-based planes opened the attack. Torpedo or bomb hits appear to have been made on at least six ships in this photo.

5. This Avenger, with folded wings, is being rearmed with .50-caliber clips and torpedoes during raid.

6. Rear Admiral Frederick C. Sherman (center), task force commander, gets good news of the raid from Comdr. Joseph C. Clifton, commander of the fighter group.
Your $10,000 Piece of Paper

An Article Which Answers the $64 Question and Has $9,936 Worth of Questions Left Over

About 1100 some morning during the first week of boot training there is usually set aside a quiet, restful period called "Insurance Lecture." One of the most familiar milestones in the schedule of a young naval recruit, it ranks next to talks on close-order drill and sex.

Apprentice Seaman Joe McDoukes lowers himself almost reverently into his seat, and during those first sweet moments of rest, lifts drowsy, shock-absorbed lids to gaze on a multitude of luring slides, movies and charts, showing the benefits the folks back home can get from his government insurance.

But the warnings that he may one day be blown from the torpedo deck, or drowned in shark-infested seas, reach deaf ears. HE's been experiencing mess detail, double-to-the-right-flank-march, and typhoid shots from a whirling harpoon.

Why should he take insurance when, for all practical purposes, he's been dead for the past few days?

The answer to this one, however, isn't found at a lecture. In fact, the answer is never completely understood until the man himself comes up against that ol' debil, Battle.

Evidence of this can be found in the hundreds of cases of men tripping over one another to find the insurance officer after returning from one or two combat engagements. Sometimes they don't even wait to get back. The men at Batan, thousands of them, radioed in. Men coming off a motor-torpedo-boat assignment in the Canal Zone not only raised their ownership quota to 100%—each man in the squadron signed for a $10,000 policy.

National Service Life Insurance, the second form of government insurance offered by the Veterans Administration (U.S. Government Life Insurance, established during the last war, was the first), is no bush-league chorus on the you-may-be-hit parade.

The armed forces are insured for more than 95 billion's worth. An estimated 92 per cent of naval personnel are covered for nearly $17,000,000,000.

Many of these policies, however, cover men who still wince at the complexities of insurance. The old begies, such as application blanks, change in beneficiary forms, terms, risks and medicals, still give the man in the fleet the screaming-mannies. And the $10,000 waved under his nose only serves to blur the mystery.

By way of scuttlebutt he begins to hear rumors, opinions, and estimates: first, he'll only have to chip in 2 cents a day; then, it swells to 64 cents; someone has $13.70 deducted from his monthly paycheck, while another gets insurance for $6.70 a month.

Wiping the score-board clean, let's take the primary claims made by National Service Life Insurance: it provides $1,000 to $10,000 insurance to all service men and women at an unchanging, monthly cost per $1,000 of from $0.64 (at age 18) to $0.90 (at age 45), under its chief policy, the Five-year Level Premium Term plan.

This is insurance and nothing else. But it has no cash value; it is not a savings fund. And to answer the $64 question—"What happens to my insurance when the war is over?"—it's good for five years, no matter if the war ends tomorrow, as long as you keep your premiums paid up.

So much for the golden rules. How does it work? How does Mac work his way to a $10,000 insurance policy?

Let's start from scratch, when Mac enters the Navy. The first variation on the general theme of insurance tells him he has a 120-day period to get insurance without a medical examination.

This is not the bums' rush to get him to sign up. Nonetheless, all the probing little intimacies of a medical examination are avoided if he signs for insurance within those 120 days. However, if he's at sea after the 120-day period, and a doctor is not available, he can have the application signed by his commanding officer.

All of which is done in order that men may not be deprived of their insurance, and only for this reason, not to avoid a medical examination. It's to be assumed, however, that any man who can pass his Navy entrance medical and is fit enough for active duty, isn't any warmed-over corpse.

So back to Mac, who is 25 years old and wants to take out the limit: $10,000. (Average amount held is close to $9,000.)

He makes out the first, within-120-day-period application blank (the other application form includes the medical report). This peach-colored missive will show lines for his name, home address, other identifications; and a place to list beneficiaries.

He also indicates when he wants the insurance to begin—The amount of his monthly paycheck deduction (called allotment) is on the following table for various ages:

<table>
<thead>
<tr>
<th>Age</th>
<th>Monthly Allotment to Pay for $10,000 Insurance</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>$6.40</td>
</tr>
<tr>
<td>20</td>
<td>$6.00</td>
</tr>
<tr>
<td>25</td>
<td>$6.70</td>
</tr>
<tr>
<td>30</td>
<td>$7.10</td>
</tr>
<tr>
<td>35</td>
<td>$7.60</td>
</tr>
<tr>
<td>40</td>
<td>$8.00</td>
</tr>
<tr>
<td>45</td>
<td>$9.00</td>
</tr>
</tbody>
</table>

Mac has insured himself for $10,000, so he will have $6.70 deducted each month from his paycheck. And it's along about now that all those questions come into his mind—the ones maybe he should've asked when he was doing such a fine research job on the ceiling of the lecture hall.

Q. Does the government pay the premiums if I'm totally disabled?
A. Yes, but you must make application.

Q. When, please, do the payments start; and for how long?
A. When it has been determined, by the Veterans Administration, that after six months you are completely disabled, the government will pay your premiums retroactively as of the date of disability, and will continue to pay them as long as you are disabled. Any premiums you have paid during this period will be refunded.

Q. Supposing I get a medical discharge, or a bad conduct discharge?
A. In either case, your insurance is continued (for the five-year term) so long as you pay up premiums. Of course, Benedict Arnold and all members of his lodge will be dropped from the insurance rolls. There's a clause in the insurance act that says a lot about this—briefly: "Insurance forfeiture: Any person guilty of mutiny, treason, spying or desertion...shall forfeit all rights to insurance."

Q. Can my mother, or sister, or another relative take this out for themselves if I pay it?
A. No, sir, it's a serviceman's insurance.

---

W

You premium insurer war pl.
cept ft clause ardous and Sa
But Alth. moration havin $10,000
which made and all
And t none c ping a much
no lon over.
written must or th lia.
So, advise time fore prefer

---

Page 26
Q. All right...But how about these monthly payments, can I get somebody else to pay part of the freight?
A. Okay. If your former employer had you insured when you were with him, and still feels the grand passion for your welfare, he can arrange to pay you, in cash, the monthly premium cost for the same amount for which he formerly had you insured. You make up the remainder.

Q. According to the law, this Five-Year Level Premium Term plan is supposed to expire after five years. What's the chance of it being renewed for another five years?
A. That's up to Congress...but renewal would have a precedent, in U. S. Government Life Insurance, which was granted to veterans of World War I.

Q. Does my Five-Year policy have any "cash value?"
A. No, it's primarily low-cost insurance. However, the other policies into which you can convert (see below) do have cash values.

Q. Aha! That reminds me—what about these other policies offered by NSLI? Can I convert?
A. Stick with us, Mac, we're about to move into Chapter II.

Conversion
Under the present five-year term plan, you can draw nothing at the end of this period. You have been insured all the time, but there's nothing accumulating in the kick to buy paper dollies with. If you do want something there, there are three other policies to which you can convert, but which involve a somewhat higher premium.

(Warning: The Navy's policy has been that, during the war, conversion to high (cost) premium policies was not recommended, since it is to the advantage of the man engaged in such hazardous occupations to obtain maximum insurance protection at a minimum outlay.)

However, at any time after one year from the date you take out the Five-Year Level Premium Term policy, you have the right to convert it into any one of these other three kinds of National Service Life Insurance.

First, there is the Ordinary Life Policy. This will cover you for life as high as $10,000. The monthly cost, or rate of allotment, will be raised but it will remain a level premium, which translates means that, once set, the monthly squeeze stays put and doesn't increase.

For instance, suppose you've been paying $6.70 a month, in allotment benefits for your original five-year term policy. Now, a year later, you're 26 and can have the Ordinary Life Policy start either now or back when you were 25 if you wish (thus increasing its cash value eventually).

In the latter case you pay the difference in the reserve between the two types for the past year, then continue with the new rate: $13.70 a month.

This increased rate is a blow to the kitty, but it has advantages:
1) You now hold insurance which has an increasing cash value every year.
2) At the end of, say, five years, you can drop, or borrow on, your insurance and go into the sausage business; you'll be able to draw out $457.60...or borrow 94% of this amount.

Just how the insurance experts figure out this amount for you is a matter of slide-rule mathematics. Simplified, you have paid in $7.00 a month extra ($13.70 instead of $6.70) for five years—a total of $420 extra—and have acquired for yourself a cash value of $457.60. So you're at least not losing any ground.

The point to remember is that you do get a cash value under your Ordinary Life Policy, and in one sum.

3) You are entitled to cash dividends.

4) You can borrow on your Ordinary Life Policy, for it will have a stated interest rate.

If you have a little more money to spare, and would like to be all paid up on your insurance while still a comparatively young man, you have another choice: the 20-Payment Life Policy.

This will give you the same amount of insurance, but after 20 years your policy becomes all paid up and you can look after your butterfly collections. And premiums stay the same from one year to another.

Still a third choice is the 30-Payment Life Policy, which is patterned after the 20-year plan. You have to keep up smaller payments for

(Continued on Page 35)
COORDINATED ATTACK: While a Mariner (right) and a Ventura (top) sweep the U-boat from the port and starboard bows, another Mariner (left foreground) delivers a dive-bombing attack from the stern. This reconstruction of a high point in the 10-hour battle in the Caribbean, drawn by an Information Bulletin staff artist, is based on an action report.

A Nazi U-Boat Fights Back
Navy Planes Win 10-Hour Slugging Match
In Caribbean, but Rugged Sub Is Game Foe

Six Navy planes, a Navy blimp and an Army bomber took part in a 10-hour battle in the Caribbean with a U-boat before the heavily armed craft was sunk, it was disclosed recently.

The submarine shot down one Mariner bomber, the crew of which is listed as missing; damaged two other Mariners; and killed one pilot. In addition, the blimp had to make a forced landing en route to its base, resulting in the loss of the airship. Final victory went to naval aviators when the battered sub went under and its survivors were taken prisoner.

This Caribbean engagement emphasizes the firepower and ruggedness of the new-type U-boats which have recently returned to the shipping lanes, prepared to battle it out with planes and blimps.

The action, which occurred several months ago, began in the early afternoon when a surfaced submarine was sighted and attacked by a Martin Mariner piloted by Lieut. Anthony R. Matsuki, USNR. A few minutes after reporting the attack, he radioed that the U-boat had been damaged and was making a speed of two knots, with its stern submerged and its bow out of water.

Lieutenant Matsuki reported, "No damage to plane or personnel," but only a few minutes later came the words, "Damaged! Damaged! Fire!" That was the last message received from the plane, and its crew of 10 is listed as "missing in action."

About two hours later another Mariner, piloted by Lieut. Lewis D. Crockett, USNR, arrived at the scene. The sub was spotted with its bow still up, its stern down, making about the same speed as reported previously, blue smoke rising from its stern.

As Lieutenant Crockett circled the U-boat twice to determine the best attack position, the sub opened fire with its forward deck gun. Then, as the bomber started its diving attack, the sub opened up with all its anti-aircraft batteries, while the Mariner's bow gunner poured lead at the sub's crowded conning tower. Lieutenant (Continued on Page 50)
How to Beat Old Man Winter

Tips for Sailors in Cold Climates ... How to Avoid Colds, Thaw Out Frozen Fingers

Howling wind, driving rain and sleet, mountainous waves of icy salt water—"pity the poor sailor on a night like this!" Yet, you can beat old man winter at his own game. What it takes is knowledge about what kind of clothing to wear, how to act under varying weather conditions, what first-aid may be necessary.

You know from personal experience that sometimes, even when you get all bundled up from red flannels to pea-jacket, you still can't keep the upper hand over winter cold. Maybe you've been on watch, heavily clothed, and step inside to warm up a bit. You don't take off your outfit, or even open it up—because you're cold and you want to warm up fast before going back.

Well, you warm up fine, even begin to perspire. Then you step out again and find you get cold very quickly. You feel chilled to the bone, commence to shiver, and you're much more uncomfortable than before having gone indoors.

This is what happened: You got cold while you were on the first part of your watch because your body was losing heat. Your body stores heat inside and also produces heat as the result of digestion of food and physical activity. However, the low temperature and wind had taken away much of this heat and had caused the blood vessels supplying the skin (particularly in the fingers and feet) to contract. Much less blood was flowing to the parts and thus they got less heat.

When you came inside, the clothing began to absorb heat while the body gradually began to warm up. The body had filled itself with heat and was again ready to begin giving off extra heat. The blood vessels had opened up and circulation increased. Since you did not take off your heavy clothing this extra heat could not get away and soon the skin temperature rose so high that sweating began.

Doctors who have studied these matters know that when this happens the body gives off heat about four times faster than usual. Your clothing got damp from perspiration and began to take away heat at a faster rate than normally. So when you went out-of-doors again the more exposed parts of the body lost a great deal of heat in the atmosphere, and your damp clothes took away a lot more heat. These losses were so rapid and so great that they immediately caused pain. As a matter of fact, in a short time you lost more heat than you lost during the whole time of your early watch.

Another angle is that when you were first outside you had been exercising somewhat and your body was producing extra heat. When you came inside your activities stopped and your body also stopped producing extra heat and instead soon began to lose heat. When you went outside again, therefore, your body was not producing heat to help keep you warm, but rather was working the other way.

Now if you can take the pain which comes along with this reaction until the body readjusts itself, you'll be fairly comfortable. However, your clothing is going to be rather damp and the whole discomfort is unnecessary if you follow a few reasonable rules based on the scientific facts of what the doctors called "body heat balance." These rules are:

1. Immediately upon coming indoors, shed your outer heavy clothing and gloves. Avoid yielding to the temptation of warming up rapidly by retaining all of your clothing protection, especially if additional outdoor work is scheduled.

2. Avoid sweating. It will dampen clothing and start heat loss when you go out again.

3. Stay indoors only long enough to get reasonably comfortable. If you get too warm you will upset your body heat balance when you go outside again.

4. If your hands and feet are cold, a change to dry gear will afford relief.

Putting on lots of clothing doesn't mean you're going to keep warm. There's a right way and a wrong way to keep warm, based on scientific fact. There are three layers of clothing involved in protecting yourself from winter cold. These are the underwear layer, the insulation layer, and the wind-and-water-resistant layer.

Underwear is one of the most important elements of cold-weather clothing. It serves as sort of a heat filter to slow down body heat loss and at the same time to take excess moisture away from the body. Underwear...
should be form fitting, moderately dense, lightweight, soft but with sufficient body to withstand compression. One-piece woolen underwear is preferred since it absorbs a large amount of perspiration, keeps the body relatively dry, eliminates double insulation around the trunk and, in general, is more comfortable.

Amazing as it seems, woolen underwear actually produces heat. You may not realize it but your body is always giving off an amount of water so small that you don't notice it. This is in addition to sweating. This unseen water contains heat which the woolen underwear traps, thus increasing your warmth. Of course this process stops as soon as the vapor concentration reaches 100% and water forms.

The real trick is to keep your underwear and socks dry. Change them as frequently as possible. And always try to dry the underwear which you wore during the day while you are asleep.

Insulation usually includes normal clothing plus special outer wear. You insulate yourself just like you insulate a house or other structures, that is, by providing some kind of material which will hold dead air. Wool is probably the most economical and efficient cold-climate clothing insulator. Loosely woven garments, however, are less durable, more shrinkable and tend to let air pass through them. So it is that winter clothing usually consists of some kind of rather tightly woven material on the outside to prevent air from getting through, and on the inside a soft, relatively thick fabric which will hold air. In other words, just because a piece of clothing is heavy doesn't mean it's warm. Thickness has more to do with insulation and warmth than does weight. Did you ever sleep under a feather quilt? You know it's light and fluffy but extremely warm.

If you have worn it—properly, that is—you know that the Navy's present winter outfit is pretty good. It starts off with a special wool undergarment. Over this you wear your regular clothing. Then there is a blue, jungle-cloth, wool-lined, overall-type trouser which fits over your regular clothing. A similarly constructed zippered jacket is kept tight at wrist and neck by a knitted band. The feet are protected by heavy knee-length socks and arctic. Hands are covered by leather one-finger gloves which should be supplemented by a wool inner-glove in very cold weather. The head is covered by a fleece-lined jungle-cloth helmet which fastens under the chin and has a neck guard.

It is important that you do not overdress. Remember, body heat production increases with activity. Perspiration should always be avoided because if the body gets too warm it cannot stop the flow of water to the skin surface. This moisture damps the clothing and adds to the cooling effect. This cooling, incidentally, will continue even after the need for sweating has stopped.

If you are exposed to cold conditions you should learn to estimate your clothing needs in terms of the temperature, the wind velocity and what you expect to do. As a general rule, attempt to under-dress rather than over-dress for quiet conditions. Be prepared to take immediate steps to help your body cool by increasing ventilation, when body needs rise above a comfort level and you begin to sweat. You can do this by removing your gloves. Your hands then act much like an automobile radiator in cooling the body.

Wind and water resistance is the function of the third layer of clothing. Scientific studies show that about three-fourths of body heat loss is due to increases in air movement. The most successful way of reducing loss is by creating a shell around the body which keeps out the wind. It also should help to keep out the water, but if it is entirely waterproof, you'll find that you will get wet from the inside just about as badly as from the outside. This is because a certain amount of body moisture and perspiration must be carried away or the clothing will become damp and you will chill. Clothing and fabric which permit this are said to "breathe". So unless you are working under conditions where you will be exposed to a great deal of water it's a smart idea to wear water-resistant and not water-proof outer clothing.

The Navy's wind-and-water-repellent gear, you will find, works out rather well. It consists of trousers of the overall type and a parka-type jacket which are made of very tightly woven material. Both are water repellent. They break the force of the wind and prevent water from saturating the insulating garment layer. Naturally, they are worn over the regular winter clothing issue unless conditions do not require such protection. Of course, if you're going to have to work in heavy seas where you're subject to repeated douseings, you will wear oilskins and boots. But make every effort to get dry clothing on as soon as possible.

Below are a few general tips which you should keep in mind to make life much more comfortable even under the most difficult conditions:

Keep dry: Change to dry clothing as frequently as possible. Don't sleep in the underwear you wore during the day, but let it dry overnight.

Don't overdress: Especially if you will be active, don't wear too much because your body will produce a considerable amount of heat and you will be soon perspiring, then chilling.

Keep your gear clean: Like any equipment, clothes have to be kept in good order, if they are to give you the best service.

Follow the "rule of three": (1) well-fitted woolen underwear; (2)...
n to estimate terms of the velocity and
As a general dress rather
ers by increasing
this by removing
istance is the
s about heat loss is due
ment. The
reduced the
eto around the
out the water,
t of the
anly as from the
ure a certain
perm away or the
damp and you
breathing. So
under condi-
's a smart idea
and not water-
proof, you'll
ly from the
f your body straight and your feet together. This is the ap-
wear or the
d the
is the

JUMP when abandoning ship only when you can't go down
ries or a ladder. [See article in INFORMATION BULLETIN,
Sept. 1945.] Then, if wearing life jacket, grasp jacket under
left arm with right hand, take a deep breath and hold nose
with left hand.

WITH LIFE SUIT over life jacket, first squat on deck to
force air out of legs of suit and up into shoulders. Then
jump as if wearing life jacket alone—feet first, body
straight, feet together, left hand holding nose.

IF WEARING CORK life preserver, jump with legs doubled
up and held tightly to stomach. In calm weather, how-
it's preferable to throw preserver overboard and then jump
near it, putting it on when in the water.

AFTER SWIMMING AWAY from the ship to a safe
distance—say 50 yards—you can make water wings of your
pants by knotting the bottoms and plunging them upside
down into the water so as to fill the legs with air.

LEAP FEET FIRST and well out from the ship, keeping
your body straight and your feet together. This is the ap-
proved form with or without a life jacket. Without the
jacket, a man may dive—IF he's an expert at it and is on
a very low raft or boat.

WATER WINGS thus improvised, and used as shown here,
will keep survivor afloat, with less exertion than required
for continuous swimming, while he paddles toward raft or
awaits rescue.

Official U. S. Navy photographs

Page 31
Two Historic Conferences Seal Enemies' Fate:

'Dismember Japan'—A Job for the Navy

War Aim Announced
By Allies at Cairo
Points Up Our Role

Even as the Navy was smashing and battering Jap strongholds in the Gilberts, Marshalls and Solomons last month, a historic conference at Cairo was highlighting the Navy's aims, importance and assignments in the Pacific.

From 22 November through 26 November President Roosevelt, Prime Minister Churchill and Generalissimo Chiang Kai-Shek, together with the military and naval leaders of the forces that will together defeat Japan, met to plan the strategy which will accomplish that defeat—and pointed up their purpose by a declaration that our victory will result in the complete dismemberment of Japan, reducing it to its pre-conquest boundaries.

The task ahead was outlined at Cairo as follows:
To press unrelenting war against Japan by sea, air and land; to strip the Japs of all Pacific islands seized since 1914; to restore Manchuria, Formosa and the Pescadores to China; to expel Japan from all other territories taken by greed and violence; to establish the independence of Korea, and to persevere for the unconditional surrender of Japan.

In this task, the Navy's work is clear-cut but complicated. It must clear supply routes for later land invasions and attacks. It must blast the Japs out of Pacific outposts. It must transport and supply. It must be the advance and protective arm of land forces at one and the same time. It must, either gradually or otherwise, destroy Japan's sea power. And it must, as always, patrol and protect.

News from the Marshalls, Gilberts and Solomons shows that the first two objectives already have been launched. The other objectives already are in sight, at least, on the horizon.

A few days after the Cairo conference, President Roosevelt and Mr. Churchill moved on to Teheran, Iran, there to hold still another conference and consider still another foe. This time Russia's Premier Stalin sat at the conference table. And once again the Allied leaders found that they were in complete agreement. Once again strategy and objectives were discussed and agreed upon with the result that this conference closed on the prediction: "Victory is assured."

Not only did this conference vow vengeance on the Nazi forces on land, his U-boats at sea, and his factories at home, but it also issued an invitation for the Nazi captive and satellite countries to make use of the welcome which the Allies are ready to accord them. Further, each of the "Big Three" conferences reiterated that they were also in accord on terms for an enduring peace.

TARGET IN THE PACIFIC

The following general statement was issued 1 December on the Cairo conference:

The several military missions have agreed upon future military operations against Japan.

"The three great Allies expressed their resolve to bring unrelenting pressure against their brutal enemies by sea, land and air. This pressure is already rising."

"The three great Allies are fighting this war to restrain and punish the aggression of Japan."

"They covet no gain for themselves and have no thought of territorial expansion."

"It is their purpose that Japan shall be stripped of all the islands in the Pacific which she has seized or occupied since the first World War in 1914 and that all the territories which Japan has stolen from China such as Manchuria, Formosa and the Pescadores shall be restored to the Republic of China."

"Japan will be expelled from all other territories which she has taken by violence and greed."

"The aforesaid three great powers, mindful of the enslavement of Korea, are determined that in due course Korea shall become free and independent."

"With these objects in view, the three Allies, in harmony with those of the United Nations at war with Japan, will continue to persevere in the serious and prolonged operations necessary to procure the unconditional surrender of Japan."

That this conference was a bad jolt to Germany's already jittery official nerves was soon evident. The Turkish border was closed. The Nazis were reported massing their divisions along that border, obviously fearful of a new Allied offensive thrust.

At the Cairo meeting, it was noteworthy that among the very few
Chinese military leaders who accompanied General Chiang was China's only admiral, Admiral Yang. At present, Admiral Yang commands only a fleet of gunboats engaged in river warfare and transport. But no one assumed that he had been transported thousands of miles to consider the problems of river warfare.

Possible strategy of forthcoming action in the Pacific has been voiced by Admiral Chester W. Nimitz and by Secretary Knox in recent statements. Said Admiral Nimitz:

"My opinion is that Japan will be defeated from China...China, with her reservoirs of personnel and the possibility of airfields in easy striking distance of Japan, is one of the steps along the road."

Secretary Knox surveyed the "roads" to Tokyo following the conquest of the Gilberts (see p. 9).

"It opens a much more direct route to Tokyo," he said. "Our twin strategic objectives are to clear the islands and shorten our own supply line."

As a matter of fact, Secretary Knox said recently, our Pacific strategy is now becoming "perfectly obvious." Actions which have appeared to be preliminary in character actually were carried on "for the express purpose of decimating the enemy's air and surface strength."

"And the Japanese," explained the Secretary, "have very usefully contributed to this aim by sending down small task forces which are regularly overwhelmed, permitting us to chip away very important elements of their fleets, piecemeal."

With "preliminaries" out of the way, the Navy is now ready for major blows in the Pacific, he said: "Now we have both the equipment and the trained men to do the job. We are getting ready to drive home some hard blows."

Our blows already have crippled Japanese supply in the South Pacific, forcing the use of power barges. And "happily," said Secretary Knox, our PT boats were the answer to the barges.

With that supply line obviously being cleared and secured for the task that lies ahead, the Navy already is underway with its part in victory.

The blows which come from else-where—from within China, across Burma, from the Southwest Pacific bases—also must be prepared and strengthened by the Navy. Complicated supply-line problems are a Navy responsibility as Lord Mountbatten, poised in India, plans and prepares his Burma campaign. The same supply problems must be solved if General Stilwell and General Chennault are to sponsor all-out offensives from within China.

The Cairo statement foresaw a "serious and prolonged" struggle. But it noted also that our "pressure is already rising."

The size of the task ahead was clearly reflected in statistics of the empire we mean to dismember:

Japan now controls 800,000,000 people of the world and banish the scourge and terror of war for many generations.

With our diplomatic advisers we have surveyed the problems of the future. We shall seek the cooperation and active participation of all nations, large and small, whose peoples in heart and mind are dedicated, as are our own peoples, to the elimination of slavery, oppression and intolerance. We will welcome them as they may choose to come into the world family of the democratic nations.

No power on earth can prevent our destroying the German armies by land, their U-boats by sea, and their war plants from the air. Our attacks will be relentless and increasing.

Emerging from these friendly conferences we look with confidence to the day when all the peoples of the world may live free lives untouched by tyranny and according to their varying desires and their own consciences.

We came here with hope and determination. We leave here friends in fact, in spirit and in purpose.

Signed at Teheran, Dec. 1, 1943.

Roosevelt
Stalin
Churchill

World War II territories from China were ceded to the United Nations. Subsequent Japanese attacks in Korea were the result of all he has taken great powers, mt of Korea, due course of events and inde-pendence, the w with those at war with persevere in the uncondi-tioned.

was a bad jolt to the jittery official. The Turkish Nazis were revisions along the way of a new era in the world of the nations. It was noted he very few
Warm clothing: At Armed Guard Center, crew members draw small stores for winter duty.

Reporting aboard: Barges, possibly loaded with war supplies, form part of background.

'Bodyguard of the Merchant Marine'

The U.S. Navy's Armed Guard crews have built an outstanding record in this war. When the U-boat menace was at its deadliest, these crews of from 8 to 25 enlisted men, most of them under naval reserve officers, were the "thin blue line" that battled subs, protected supply lines through the crisis. Escort ships, planes, blimps and other weapons now help insure safe arrival of merchant ships at the far ends of America's globe-girdling supply lines. But still, in the dead of night or through the white walls of fog, the Armed Guard may be a freighter's only hope when a submarine wolf pack strikes. These pictures show some of the careful routine behind the Armed Guard's achievements.

"Fire one": Preparing for the time when practice becomes reality, the guard crew fires a four-inch gun.
Dull but necessary: The crew commander tallies the new ammunition in his log.

Constant practice: Days and weeks of this pay dividends in the end.

At their own mess: The food is good and there is always plenty of it.

A daily routine: Salt air keeps the crew constantly busy cleaning, oiling.

Eyes of the Armed Guard: Lookout in his bucket helmet scans sea for sign of foe.

At a foreign base: An inspector will check quarters, magazines, ammunition.

Official U. S. Navy photographs
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:

In the December INFORMATION BULLETIN, p. 12, the picture shown over the name "Herbert C. Jones, Ensign, USNR" is not Ensign Jones. In respect to the youngster's memory, a correct picture should be published.—J. K. R., Capt., USN.

* Due to the resemblance between Ensign Jones (right) and Lieut. Milton E. Ricketts, USN, (left), these cuts were transposed by the printers in making up the BULLETIN'S Medal of Honor Section. The photograph of Ensign Jones appeared over the name of Lieutenant Ricketts on p. 13.—ED.

TO THE EDITOR:

In your November 1943 issue you mention that the rating badge for electrician's mate originally was supposed to have been a reproduction of an electric light bulb. . . . (How Did It Start?, p. 71).

"What a disappointment for me! I always thought that the "globe" was representative of the magnetic forces of the world globe. . . . I wonder how many more men thought the same thing?—H. U., S2c, USN.

* There are a number of versions as to the origin of the electrician's mate's "globe." The INFORMATION BULLETIN gave one. Are there any more?—Ed.

TO THE EDITOR:

I have been much concerned about the plight of the group of sailors referred to in the November issue of the INFORMATION BULLETION, p. 73 (a group of sailors attempting to get across a 20-foot mast with two boards, 15 feet and 18 feet long). If they followed the BULLETIN'S suggestion, I am quite certain that their confidence in our excellent magazine has been seriously im-

(Continued on Page 56)
The Month's News

(Period of 21 November through 20 December)

The War

It was a bad month for the enemy. On all fronts he lost territory, war strength and prestige as Allied blows, both actual and intangible, struck at him from all sides. And there was factual evidence that the Allies are poised for even more shattering blows which may be struck any minute.

The Japs were annihilated in the Gilberts and blasted from their eastern outposts there. In Cairo and Teheran the Allied leaders met in two historic conferences and agreed upon military strategy which may seal the fates of the enemies. One third of the great city of Berlin was a blackened and charred rubble from devastating USAAF and RAF bombings. In China, the Japs lost more “face” with their defeat and later rout at Changteh. In the South Pacific, another MacArthur drive into New Britain doomed the last Jap stronghold at Rabaul. [See p. 39.]

And the “rising pressure” continues from all sides. Navy task forces of unprecedented size are even now battering at the Marshalls. Allied ground forces continue their slow but inexorable march on Rome. Death and destruction still rain from the skies over Germany. And the satellite nations, many of them forced into the war for self-protection, are making their first attempts to break away from a staggering Axis.

On 20 November the largest naval fleet ever assembled in the Pacific appeared in the dawn off Tarawa, Makin and Abemama, atolls in the Gilberts. The ensuing 76-hour battle was the bitterest and bloodiest in the long history of the Marine Corps (see “Will To Die” Wins Gilberts, p. 9) but at its conclusion the Gilbert coral islands were ours. Already they are being used as advanced air bases.

As this costly victory (1,092 killed and 2,680 wounded) was being won, the Navy and its air arm were pounding at other Pacific Jap bases. Together with long-range Army bombers,
World's Biggest Plane Breaks Four Records on First War Flight for Navy

Under wing of Mars (shown after Natal flight) is silhouette of Hellcat fighter drawn to same scale.

The Navy's new flying boat, Mars, at present the largest airplane in use in the world, last month completed its first war mission and shattered all existing records for cargo transportation and over-water flight, in a trip from Patuxent, Md., to Natal, Brazil, and return. Natal-bound cargo included 13,000 lbs. of servicemen's mail—more than 500,000 Christmas letters.

Four of the new records: longest over-water flight (Patuxent to Natal); greatest air cargo (35,000 lbs.); heaviest load ever lifted by a plane (148,500 lbs. gross at Patuxent take-off), and longest nonstop cargo flight (Patuxent to Natal). In all, the Mars covered 8,972 miles in 55 hrs. and 31 min. flying time. A total of 48,500 lbs. of priority war material, as much as 10 standard cargo planes could carry and well over the capacity of a regular freight car, was transported at an average hourly speed of 161 miles. The Mars has a 200-foot wingspread and a 117-foot, two-deck hull with the capacity of a 15-room house.

REAR AD. USN, det. to asst. admiral assistant temp.

World's Biggest Plane Breaks Four Records on First War Flight for Navy
at Kerostychev. Comel fell to the Russians on 26 November, enabling them to cut the rail line joining the northern and southern Nazi armies. The Reds took Znamensk, in the Ukraine, on 10 December. Cherkassy, last German stronghold on the middle Dnieper line, fell on 14 December to the advancing Russians.

The first public trial of Nazis accused of war atrocities was announced from Moscow 16 December when three captured Nazi officers and a Russian traitor were brought to court charged with Kharkov massacres. All reportedly had pleaded guilty.

Further trials for other atrocities were assured when the Russian government presented evidence to the world that 80,000 Kiev Jews had been slaughtered. The famed Kiev library is destroyed, the university blown up and looted. With an ordinary population of 1,000,000, there were fewer than 10,000 civilians in Kiev when the Reds recaptured "the mother of cities."

There was added defeat and loss of face for the Japanese in China. The great "Rice Bowl" assault, launched in November, turned into first a defeat and then a rout. The Japs were soon thrown back from Chang-teh and by 10 December the Chinese Army reported that only mopping up operations remained.

In the Atlantic, the winter campaign of the Nazi wolf packs also was stalemated. The American and British figures placed the loss of Atlantic shipping for November at a lower figure than for any month since May, 1940. Planes based on the new fields in the Azores were giving added convoy protection.

Early in December a pack of 15 U-boats attempting a major attack on Allied shipping were scattered and shattered as escort planes and surface craft sank at least six in a running fight covering eight days (see War At Sea, communique of 3 Dec., p. 45).

It was a bad month for the enemy in all parts of the world and on all battlefronts.

Thousands of medals, apparently struck by the Italian and German governments to celebrate the triumphant march they expected to make into Alexandria, Egypt, were found by divers working in the hold of an Italian freighter. The face of the medal depicts an Italian and German soldier working together to pull the teeth of a crocodile, representing the Nile River country. The reverse side (see cut) shows the German swastika and the Italian fasces flanking the famous marble arch Mussolini erected some 40 miles west of El Agheila to mark the conquest of Libya. An ordinary safety pin was provided with each medal.
Navy News

- The biggest and most powerful warship in the world, the new 52,600-ton USS Wisconsin, slid down the ways at Philadelphia Navy Yard two years to the day after Pearl Harbor. Ceremonies for the 800-foot battleship were similar to those a year before when the USS New Jersey was launched on the first anniversary of Pearl Harbor. The estimated cost of the giant "instrument of retaliation" is $90,000,000.

- A new "luxury" raft for survivors was demonstrated last month and soon will be aboard all Liberty ships. Among its "furnishings" are two beds, a stove, fuel, a sail, windbreak, a Bible, playing cards, frying pan and all the usual signals, medicines, vitamins and food-stuffs. This floating parlor took the 45-foot drop tests of the Coast Guard without losing or smashing any of its equipment.

- Assistant Secretary of the Navy Ralph Bard revealed that there were more aircraft carriers assembled for the 5-6 October "plastering" of Wake Island than had ever been assembled in the history of war. The carriers were more than 2,000 miles from their nearest base and successfully defended themselves against a land-based Japanese plane attack.

- Assistant Secretary of the Navy Ralph Bard revealed that there were more aircraft carriers assembled for the 5-6 October "plastering" of Wake Island than had ever been assembled in the history of war. The carriers were more than 2,000 miles from their nearest base and successfully defended themselves against a land-based Japanese plane attack.

- Two days after the Senate Naval Affairs Committee approved the Navy's request for $5,300,000,000 to be allocated principally to landing-craft construction, Secretary Knox revealed that the Navy doubled its combat ships during the first 11 months of 1943. The numerical strength of these ships is 838, which does not include auxiliary, mine, patrol and landing craft.

- The stories behind the Navy's own highly secret weapons were in many cases "romances of science," Rear Admiral W. H. P. Blandy told the press last month as he relinquished command of the Bureau of Ordnance for duty. Our secret weapons now rank as high or higher than any of the enemy's, he said. One in particular, was perfected after scientists unanimously labeled it "impossible."

- The Seabee who killed 12 Japanese with a bulldozer on the Treasury Islands 27 October, has been identified as Aurelio Tassone, Fic, USNR, of Milford, Mass. Tassone attacked a coconut-log bunker with his bulldozer, first raising the scraper as a shield against bullets. When the structure collapsed, Tassone lowered the scraper and literally buried the Jap gun crew alive. A large, new-type gun and 12 Jap bodies later were dug out.

- Paratrooper E. L. Wright of the U. S. Marine Corps made 14 successful jumps while training at New River, N. C. At an advanced South Pacific base he lost his footing in a slippery log, fell three feet, fractured his leg.

- Pearl Harbor Day war bond purchases by Navy personnel and civilian employees totaled $22,222,518, shattering all previous comparable records (1942 total: $7,417,000). The 14th Naval District led for the one-day sale with $3,010,500, of which $3,013,500 represented sales at the Pearl Harbor Navy Yard.

- Assistant Secretary of the Navy Ralph Bard revealed that there were more aircraft carriers assembled for the 5-6 October "plastering" of Wake Island than had ever been assembled in the history of war. The carriers were more than 2,000 miles from their nearest base and successfully defended themselves against a land-based Japanese plane attack.

- In November, the fourth largest total in the history of the Navy war bond program was registered. Sales in that month aggregated $25,078,425. It was the third consecutive month in which sales passed the $25,000,000 mark.

- At Seattle, a pharmacist's mate was preparing to fingerprint a recruit. "Wash your hands," he instructed.

- "Both of them?" the sailor-to-be asked.

- Schaeffer thought a minute. "No," was his answer. "Just one. I want to see how you do it."

- As a major weapon in its continuing war against tuberculosis, the Navy has adopted a new, rapid and reliable method of giving chest X-rays to all recruits for the purpose of discovering and weeding out those with tuberculosis symptoms. It is called photofluorography.

- More than 1,000,000 enlisted men and women have been examined by the photofluorography method, which involves the use of 35-mm. motion-picture film on which the actual X-ray image is photographed. These films for chest examinations can be made at the rate of 200 per hour and cost only one cent per person. Doctors are able to review 35-mm. negatives at the rate of 400 per hour.

- Persons who show suspicious symptoms are then given the standard examination, including 14" x 17" X-ray films.

- Since recent improvement in service, Navy V-mail now reaches (average delivery time) Alaska in 6 days; England, 8; Africa, Central Pacific and Samoa, 12; South and Southwest Pacific, 14, and Australia, New Zealand and New Caledonia, 15 days.

- A mobile scientific laboratory, designed to determine the nutritive composition of Navy foods at the time they are served (rather than in the cooking or pre-cooking stage) went on its "shakedown run" last month at the U. S. Marine Base, Quantico, Va.

- The mobile nutrition unit consists of a medium-size truck which affords facilities for collection and preservation of food samples from mess halls and show lines. Included is a quick-freezing unit to preserve certain food samples which are analyzed at the Naval Medical Research Institute, Bethesda, Md. Equipment also is provided for determination of Vitamin C content and those food constituents which are not so easily preserved.

- The unit, devised by the Bureau of Medicine and Surgery, evaluates the food served it: "grains, protein, etc."

- The name of the over-age that engage enemy U-boat casualty in the formation B at the 1st month SecN. name for a m. Federal ship at Kearny, N. J.

- Letters through the 1 at Pearl Harbor 1943, would with a nine-probably Ion Monume. Fanning 8 bases and the in that one pounds, and of the over the old pounds a 458,282 were 19,000 pour to overseas Post Office: y by FPO, Ne.

- In order of ment activity prop. gent property di SecN. tion of Assi. and Mater. ment. Capt. Lewis; order to dis will become SecNav an.

The Ho

- The Communist last will be a hot war. This increase of 21 necessity if world need labor dems (See story)

- The first peal was a federal ag an alleged The grow has revive and illegal of the cou. Some ido of Amerie fered by when he pation at 10, England's

- The coup for Janua men, it wa Navy doe strength will not b the 1 Jan.
 Gen. Vandegrift, Guadalcanal Hero, Becomes Marine Corps Commandant

Lieut. Gen. Alexander A. Vandegrift, outstanding Marine field commander of this war, becomes Marine Corps commandant on 1 January, succeeding Lieut. Gen. Thomas Holcomb, who retires because of age after serving the last seven years as commandant.

In the service for 43 years, General Holcomb has been especially active in the study, practice, development and teaching of amphibious landing operations. He is being succeeded by an officer who also is an outstanding exponent of amphibious operations as proven by his successes in the Solomons landings.

General Vandegrift is the only marine other than General Holcomb to attain the rank of lieutenant general in active service.

Said General Holcomb of the appointment of General Vandegrift as commandant:

"When I became commandant of the Marine Corps on 1 December 1936, I ordered the then Colonel Vandegrift from the Embassy Guard, Peking, China, to headquarters for duty in one of the most important key positions. Following his promotion to brigadier general, I appointed him assistant to the commandant. Later I made up my mind that if I had any say in the choice of my successor, it would be General Vandegrift. Consequently, his appointment to this office, by the President, gives me a great deal of pleasure and satisfaction."

General Vandegrift, 56 years old, is the corps' 18th commandant. Within the past 15 months he has been awarded the Congressional Medal of Honor, the Navy Cross and the Presidential Unit Citation Ribbon Bar with star, the latter being given the First Marine Division (reinforced) which he led into Guadalcanal.

The retiring commandant served with the AEF in France from February, 1918 to July 1919, first as a major and later as a lieutenant colonel. As second in command of the Sixth Marine Regiment of the famous Second Division, he participated in all the engagements in which the regiment took part, including the march to the Rhine following the armistice. In later years General Holcomb played a key part in guiding the Marine Corps to its present peak as the most skillful amphibious force in the world.
Letter From Home
Civilian's-Eye View
Of America in 1943

The articles on these pages were written by experts of the Associated Press and made available to the INFORMATION BULLETIN by AP Features. They are reprinted here to help bring you up to date on Home Front developments—as civilians see them—while you've been away.

SCIENCE

Science had a fruitful year in 1943. Here are some of the highlights:


Chemical to make sea water sweet. Sea-water markers that may stand for many years. Despite serious shortages of skilled manpower, inadequate machinery, less favorable weather than last year and short supplies of fertilizer, insecticides and other materials, farmers surpassed the record 1942 output.

Twenty-five per cent of this year's production was set aside for direct war uses, such as the armed forces and lend-lease. Because of the enormous demand, it was necessary to institute rationing of some important food products, like meat, butter, cheese, canned and processed fruits and vegetables.

Agriculture's record production brought farmers the highest cash income on record—$19,700,000,000 compared with $18,177,000,000 in 1942. This income was about four times as large as the 1932 depression low point.

Agriculture played a spotlight role in government activities. Administration efforts to combat inflation by means of price ceilings and food subsidies ran into sharp opposition from several national farm organizations and a powerful farm bloc in Congress.

LABOR

Organized labor's fortunes and influence suffered sharp reverses in 1943. Trend toward government restraints on unions became evident, largely as a result of wartime strikes and demands which labor critics considered excessive.

Strike idleness rose from 2,365,532 man days in the first six months of 1942 to 7,550,000 in the first six months of 1943. The spring coal strikes were largely responsible for the increase. Labor leaders point out that the idleness was only .06 per cent of the available working time in 1942 and .16 per cent in 1943.

Congressional hostility found an outlet in the Labor Disputes (Connelly-Smith) act, which was enacted over the President's veto.

Despite the act's civil and criminal penalties, it did not prevent a fourth tieup of the nation's coal supply in November. The United Mine Workers' president, John L. Lewis, even was able to force an agent of the U. S. government, contrary to government policy, to sign an agreement with him after forcing a second government seizure of the mines.

The War Labor Board managed to survive, but its prestige was shaken. The rest of organized labor renewed its assault on the "Little Steel" wage formula. The drive was intensified because of a widespread belief that Lewis had crashed the stabilization barriers.

Lewis surprised most of the labor world by applying for readmission to the AFL last May. He was still awaiting the AFL's final decision as the year drew to a close.

THE ARTS

No great book, no great music, and no great painting came out of 1943, although much fine work in every field can be found.

For the first time in war, the military services deliberately used the arts as morale builders. Young painters were encouraged, and professionals were commissioned, or engaged, to record the war. Hundreds of professional musicians traveled millions of miles to entertain soldiers, sailors and marines.

Although there were books by service men, most writing suffering lacked the time for long books. Army-Navy book purchases ran into millions, and each month the cream of the home crop was reprinted in special "overseas" editions of approximately 50,000 each.

The home front never had a more prosperous music season. The Metropolitan Opera has added four weeks to its season, and one important symphony—the Detroit—was restored to life.

Fiction continued to gain in popularity, and the first flush of high-selling war books faded.
It Was A Year of Dizzy Doings, Too

Concerning LOVE: a young man in Portland, Oreg., got angry at his girl, bit a chunk from a beer glass and then put his neck on a streetcar rail. The cops made him pay for the glass.

Three hundred Newark, N.J., school children staged a free-for-all in which 12 cops got scratched after two lads decided to fight it out over a winsome lass of 12. . . . Pvt. Marvin Rubin, Brooklyn, N.Y., telephoned Beatrice Brown 140 times in succession before she finally accepted his proposal.

The MILITARY came up with odd ones . . . The Army bought 75,000 pairs of dice as "morale builders." . . . An Army transport plane that was abandoned over the Florida coast when it developed trouble, turned around and flew 2,000 miles by itself into Mexico . . . Hollywood actresses in a survey said they preferred enlisted men to officers for dates—and ser- geants above all . . .

ANIMALS livened things up: William Kreutzer's cow at Hays, Kan., gave birth to quintuplets . . . A fox terrier fell 800 feet from a cliff at Medford, Oreg., got up and walked away unhurt . . . Mrs. William P. Rosenbach's cat awakened the family when their home in Chicago caught fire, but the watchdog had to be rescued . . . At Beaufort, N.C., the Department of Interior and the Navy recorded the conversation of fishes, found the toadfish to be the biggest prattler.

The WOMEN, bless 'em, did plenty: Mrs. Dennis Mullane, Staten Island, N.Y., garnered 301,464 pennies when the announcer on a network radio program suggested listeners send her a penny each because she missed a question . . . At Columbus, Ohio, Mrs. Clara Whitehead, 32, found she had a twin sister she had never known about . . . Movie starlet Julie Bishop insured her hips for $25,000 against gaining four inches during her 7 year contract.

For '44?

Here's a preview of indicated 1944 developments which will more or less closely touch the lives of Joe and Mary Citizen:

FOOD SUPPLIES—Total civilian supplies of food will be somewhat greater than in 1943. If crop weather is average, production is expected to be as large but will be offset by greater military needs. Red meats, milk, butter and cheese will be noticeably scarcer. Cereals are abundant, and supplies of pork, potatoes, beans and peas should be large. In nearly all foods, however, demand will continue to exceed supply.

TRANSPORTATION—Civilians will find it harder to get seats on buses, streetcars and trains. Equipment is wearing out faster than it can be replaced, and the tire shortage is growing acute. More private auto-sharing will be necessary.

The gasoline outlook is gloomy. Continued sharp curtailment of civilian driving is likely because of gas needs for big military drives. If European fighting ends in spring, summer gas rations in Atlantic Coast states may be more liberal.

INCOME AND LIVING COSTS—National income and spending are expected to continue at record levels while the German war lasts. Officials hope for a gradual and orderly partial conversion from war to civilian production when European fighting stops in order to avert large unemployment. Widespread pressure for higher prices and wages foreseeable some increase in government spending.

DRAFT OUTLOOK—Drafting of fathers is expected to continue, at least until the European war ends. An Army of 7,700,000 men early in 1944 may not be increased, but the Navy's needs can't be met without taking additional fathers. Army replacements could be obtained from some 74,000 physically qualified youngsters reaching the age of 18 each month. Navy, however, will want 92,000 men a month for the first six months of 1944, including replacements and men to man new ships.

POLITICS—Republicans have their best chance to capture the presidency since 1928, so big political fireworks are a 1944 certainty. Neutral observers figure the G.O.P. will win control of the house and the Democrats will retain a majority in the senate. Roosevelt is considered the only man who can lead the Democrats to victory. And Republicans are becoming more confident that if FDR runs he will be defeated, regardless of the war situation at time of election. Willkie and Dewey are rated the leading Republican possibilities.
THE WAR AT SEA

United States Navy Communique and Pertinent Excerpts of Other Reports

21 NOVEMBER

Pacific Fleet Communique

PEARL HARBOR: Marine Corps and Army forces were attacked by powerful units of all types of the Pacific Fleet established beachheads on Makin and Tarawa atolls, Gilbert Islands. The following is a summary of the progress of the invasion:

During these operations Army Air Force and Navy forces in the Gilberts experienced heavy losses and transport were seriously damaged.

22 NOVEMBER

Pacific Fleet Communique

PEARL HARBOR: Our troops have improved their positions on Tarawa and Makin atolls but are still encountering determined enemy ground resistance. We have landed on Abemama atoll.

Sweeping the Hainan Straits our planes sank a 150-foot gunboat, and severely damaged a 2,450-ton freighter, which appeared to be a 2,100-ton freighter. A 1,100-ton freighter and severely damaged a 1,550-ton freighter. Over the China Sea our B-25's sank a 150-foot gunboat, and severely damaged a 2,000-ton Oceana 21, 22, and 23.

Seventy Army Air Force Liberator continued diversionary attacks on the Marshalls.

23 NOVEMBER

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Solomons: Our light naval forces intercepted and seriously damaged the line from Rabaul to Boulagule, in the ensuing action four enemy destroyers were sunk and other losses sustained. Our forces sustained no damage.

24 NOVEMBER

Pacific Fleet Communique

Central Pacific

1. Bele Isl., Tarawa, was captured shortly after noon 23 November following a desperate enemy counterattack which was crushed by the Second Marine Division.

2. Remnants of the enemy were being hunted down on Makin, Tarawa and Abemama atolls.

3. Seventh Army Air Force Liberator continued diversionary attacks on the Marshalls.

(The new 15th U. S. Air Force based at home is being built to strengthen our forces in the Pacific.

25 NOVEMBER

Pacific Fleet Communique

Central Pacific

1. One of our carrier divisions covering the Gilbert operations on 24 November shot down 34 enemy fighters, 3 bombers and 3 four-engined patrol seaplanes. The losses sustained in these operations totaled three fighters and one torpedo plane.

2. Seventh Air Force Liberator which raided Truk, as heared on 24 November observed three float fighters which did not attempt interception. One of our planes was damaged by antiaircraft fire.

3. Mopping-up operations on Tarawa, Makin and Abemama are virtually complete. Few live Japanese remain in the Gilberts.

26 NOVEMBER

Navy Department Communique

No. 486

Pacifi and Far East

1. U. S. submarines have reported the sinking of nine enemy vessels in operations against the enemy in waters of the area as follows:

Sunk: One medium tanker, one medium plane transport, seven medium freighters.

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

27 NOVEMBER

Berlin, Nov. 27: broadcast: "German torpedoes have destroyed a protected convoy of large transports off the Algerian coast. Two destroyers and three transports totaling 33,999 tons were sunk. Two other destroyers, a transport and one tanker were severely damaged."

28 NOVEMBER

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Solomons: The present operation is being greatly augmented by the introduction of additional units of the Pacific Fleet. The enemy barge base and supply camp at Witu Islands and the fuel dump and enemy naval base at Tulon were attacked.

Sis: The enemy barge base and supply camp and Nambarwa were fired with 45 tons of bombs.

The cease of poison gas "on a large scale" by the Japanese during the attacks on Cebu Island and the fighting along the Huanghai River was charged by American and Chinese military leaders. The charges followed closely upon the receipt of word that Formosa, Japan island 569 miles from Tokyo, had been bombarded—(ED.)

30 NOVEMBER

ALLIED HEADQUARTERS, ALGIERS: It has just been learned that during daylight last Tuesday enemy positions north of the Garigliano River in the Gulf of Gaeta were successfully bombarded by British destroyers. The return fire was ineffective.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—New Ireland: One of our patrolling heavy units scored a 1,000-pound bomb hit on a light cruiser in the St. George Channel. A heavy internal explosion followed the hit. New Guinea: Five barges were destroyed off Wewak. Augusta Bay: A barge and fuel dump were destroyed at Soraken.

December

1. Pre-l operations continue.

Pac.

November

1. The night of 1st December was quiet. The night attack on London continued. We still have a Westen submarine. Norwegian merchant ALLIED PACIFIC attack successfully eliminated. Medi- cally an enemy German damage increased. 4 speedboats transferred. 500 tons of Allied probably sunk.

Navy

1. The ron was peded 1143 in the only operations aboard the W.
Pacific Fleet Press Release

Our aircraft continue raids and search operations in the Marshalls. On the morning of 20 November (west longitude date) Seven American Air Bases were bombed by B-24 Liberators, which hit the Tarawa airfield, were intercepted by seven Zeroes. 

The evening of 29 November two of our destroyers in the Gilberts area repelled a prolonged attack by enemy torpedo planes. The destroyers damaged two enemy Zeros probably destroyed. 

During the night of 1-2 December British destroyers attacked an enemy U-boat off the center of the Minotus island area, in support of the Fifth Army. The British ship fired torpedoes, causing minor damage. No survivors were reported. 

ALLIED HEADQUARTERS, ALGIERS: During the night of 1-2 December British destroyers attacked the enemy in the Minotus island area, in support of the Fifth Army. The British ship fired torpedoes, causing minor damage. No survivors were reported. 

LONDON, AIR MINISTRY: Aircraft of the Coastal Command and of the U. S. Navy recently attacked three Atlantic convoys. Cover was provided by eight days of fifteen U-boats attacked are known to have been sunk. 

On the first day, aircraft sweeping from Iceland attacked three U-boats near the coast of Madagascar, but no further reports were received. The second day another U-boat was attacked but bad weather made it impossible to observe results. Later a British Venturas sighted another U-boat and strafed it with bombs. It lost way, settled and sank, leaving about 30 survivors in the water. Two hours later a Liberator attacked another submarine. When depth charges exploded beneath it sank at first, leaving about 20 survivors in the water. 

Another Liberator signaled that it was able to sink 3000 tons of submarine. No further reports were received and this aircraft and crew are believed to be lost. 

Early on the third day a Hudson attacked a U-boat which sank, leaving no survivors. 

Later, a third convoy was threatened by another U-boat and on the second day a Liberator attacked a surfaced U-boat near this convoy. An hour afterward the Liberator renewed the attack and the submarine, which had surfaced, went down stern first, leaving bodies and wreckage in the water. 

The Liberator then sighted another U-boat. A second Liberator of the same squadron was brought to the scene and the sub was attacked, but it did not sink and the results were not observed. An hour and a half later at the same position, a third Liberator joined a third Liberator attacking a surfaced sub, probably the same one. Both aircraft destroyed the sub and the U-boat crew came out on deck and inflated their dinghies. A fourth Liberator arrived in time to see the sub destroyed, leaving 20 survivors. 

Still on the sixth day a Sunderland of the RCAF attacked a U-boat and saw it sink. Leaving 16 survivors. 

ALLIED HEADQUARTERS, ALGIERS: During the night of 1-2 December British destroyers attacked the enemy in the Minotus island area, in support of the Fifth Army. The British ship fired torpedoes, causing minor damage. No survivors were reported. 

LONDON, AIR MINISTRY: Aircraft of the Coastal Command and of the U. S. Navy recently attacked three Atlantic convoys. Cover was provided by eight days of fifteen U-boats attacked are known to have been sunk. 

On the first day, aircraft sweeping from Iceland attacked three U-boats near the center of the Minotus island area, in support of the Fifth Army. The British ship fired torpedoes, causing minor damage. No survivors were reported. The second day another U-boat was attacked but bad weather made it impossible to observe results. Later a British Venturas sighted another U-boat and strafed it with bombs. It lost way, settled and sank, leaving about 30 survivors in the water. Two hours later a Liberator attacked another submarine. When depth charges exploded beneath it sank at first, leaving about 20 survivors in the water. 

Another Liberator signaled that it was able to sink 3000 tons of submarine. No further reports were received and this aircraft and crew are believed to be lost. 

Early on the third day a Hudson attacked a U-boat which sank, leaving no survivors. 

Later, a third convoy was threatened by another U-boat and on the second day a Liberator attacked a surfaced U-boat near this convoy. An hour afterward the Liberator renewed the attack and the submarine, which had surfaced, went down stern first, leaving bodies and wreckage in the water. 

The Liberator then sighted another U-boat. A second Liberator of the same squadron was brought to the scene and the sub was attacked, but it did not sink and the results were not observed. An hour and a half later at the same position, a third Liberator joined a third Liberator attacking a surfaced sub, probably the same one. Both aircraft destroyed the sub and the U-boat crew came out on deck and inflated their dinghies. A fourth Liberator arrived in time to see the sub destroyed, leaving 20 survivors. 

Still on the sixth day a Sunderland of the RCAF attacked a U-boat and saw it sink. Leaving 16 survivors.
hit and there were several successful attacks on coastal shipping. Previously, two supply ships were left smoking and the crews were seen to abandon ship.

From these and other operations one of our aircraft attacked
(On 6 December the Russians attacked the Nazi "scoundrels" of shelling noncombatant coastal shipping. Previously, two crews were seen to abandon ship.

Nazi "scoundrels" of shelling noncombatant supply ships were left smoking and the Leningrad.-ED.)

sinking of 11 enemy vessels in operations 1. Strong carrier task forces attacked the Marshall Islands on 4 December (west longitude date).

2. Due to the necessity for radio silence dates and other details were not announced.

London, Admiralty: His Majesty's Submarine, acting on orders received from the Commander-in-Chief, Mediterranean, sank two ships off the coast of Italy. These were the Italian merchant ship "Vittorio Emanuele" and the German auxiliary cruiser "Audace." Three coastal craft were sunk in the area.

4. Our forces, under Rear Admiral Charles A. Pownall, USN, successfully bombarded the Italian coast during the early hours of December.

5. One of our ships suffered minor damage and sank two Italian vessels. The aircraft losses were light.

6. A Japanese broadcast for home consumption December 8 made further ridiculous claims as to American losses. Details were given of the sinking of 537 enemy ships and the total number of American casualties in all theaters of war. As evidence of the futility of such claims, a large number of enemy ships surrendered to American forces.

10. A small vessel was left burning and sinking off Cape Monemvasia Bay.

11. Submarines successfully bombarded warehouses and stores on the island of Naxos and sank a floating dock belonging to Turkish interests.

London, Admiralty: On the afternoon of 2 December two British destroyers bombarded the coast of the north of France and Greece. A small amount of damage was reported.

London, Admiralty: The Board of Admiralty regrets to announce the loss of the destroyer HMS Duntulm.

9 December

Navy Department Press Release

Aircraft, under Rear Admiral Charles A. Pownall, USN, successfully bombarded the Italian coast during the early hours of December.

1. Strong carrier task forces attacked the Marshall Islands on 4 December (west longitude date).

2. Our forces, under Rear Admiral Charles A. Pownall, USN, successfully bombarded the Italian coast during the early hours of December.

3. One of our ships suffered minor damage and sank two Italian vessels. The aircraft losses were light.

4. Our forces, under Rear Admiral Charles A. Pownall, USN, successfully bombarded the Italian coast during the early hours of December.

5. One of our ships suffered minor damage and sank two Italian vessels. The aircraft losses were light.

6. A Japanese broadcast for home consumption December 8 made further ridiculous claims as to American losses. Details were given of the sinking of 537 enemy ships and the total number of American casualties in all theaters of war. As evidence of the futility of such claims, a large number of enemy ships surrendered to American forces.

7. A submarine successfully bombarded warehouses and stores on the island of Naxos and sank a floating dock belonging to Turkish interests.

8. A Japanese broadcast for home consumption December 8 made further ridicule claims as to American losses. Details were given of the sinking of 537 enemy ships and the total number of American casualties in all theaters of war. As evidence of the futility of such claims, a large number of enemy ships surrendered to American forces.


10. A small vessel was left burning and sinking off Cape Monemvasia Bay.

11. Submarines successfully bombarded warehouses and stores on the island of Naxos and sank a floating dock belonging to Turkish interests.

London, Admiralty: On the afternoon of 2 December two British destroyers bombarded the coast of the north of France and Greece. A small amount of damage was reported.

London, Admiralty: The Board of Admiralty regrets to announce the loss of the destroyer HMS Duntulm.

9 DECEMBER

Navy Department Press Release

Aircraft, under Rear Admiral Charles A. Pownall, USN, successfully bombarded the Italian coast during the early hours of December.

1. Strong carrier task forces attacked the Marshall Islands on 4 December (west longitude date).

2. Our forces, under Rear Admiral Charles A. Pownall, USN, successfully bombarded the Italian coast during the early hours of December.

3. One of our ships suffered minor damage and sank two Italian vessels. The aircraft losses were light.

4. Our forces, under Rear Admiral Charles A. Pownall, USN, successfully bombarded the Italian coast during the early hours of December.

5. One of our ships suffered minor damage and sank two Italian vessels. The aircraft losses were light.

6. A Japanese broadcast for home consumption December 8 made further ridiculous claims as to American losses. Details were given of the sinking of 537 enemy ships and the total number of American casualties in all theaters of war. As evidence of the futility of such claims, a large number of enemy ships surrendered to American forces.

7. A submarine successfully bombarded warehouses and stores on the island of Naxos and sank a floating dock belonging to Turkish interests.

8. A Japanese broadcast for home consumption December 8 made further ridiculous claims as to American losses. Details were given of the sinking of 537 enemy ships and the total number of American casualties in all theaters of war. As evidence of the futility of such claims, a large number of enemy ships surrendered to American forces.


10. A small vessel was left burning and sinking off Cape Monemvasia Bay.

11. Submarines successfully bombarded warehouses and stores on the island of Naxos and sank a floating dock belonging to Turkish interests.
13 DECEMBER

**Pacific Fleet Press Release**

Heavy bombers of the Seventh Army Air Force attacked Emidji Island, Jaluit, on 12 December (west longitude time), reportedly sinking a 4,000-ton enemy cargo vessel off Cape Murao.

**Allied Headquarters in the Southwestern Pacific—New Ireland:** Off Kavieng, New Ireland, reported that our night reconnaissance units sank three enemy barges near the New Guinea coast, destroyed nine more off Reiss Point. 

**Allied Headquarters in the Southwest Pacific—New Ireland:** Off Empress Augusta Bay. Our night reconnaissance unit sank one enemy barge near the Kosrae Islands.

**Allied Headquarters in the Southwest Pacific—New Ireland:** Off Cape Morea, our night reconnaissance unit sank a 4,000-ton enemy cargo vessel off Cape Murao.

14 DECEMBER

**Carrier Interception:**

During an offensive night raid on our light naval convoy of four ships, about 55 Japanese fighter-bombers, led by four E-boats, attacked Majesty’s ships, killed one, wounded two, and disabled one. 

**Navy Department Communication No. 490**

**Pacific and Far East**

I U.S. submarines have reported the sinking of fifteen ships in operations against the enemy in waters of these areas during the night of 13 December.

**Two large transports, two large tankers, three medium freighters, and one small freighter.**

Two large transports, two large tankers, three medium freighters, and one small freighter.

**Two heavy bombers, two medium bombers, and two fighters.**

Two heavy bombers, two medium bombers, and two fighters.

**Two medium bombers, two fighters, and two reconnaissance planes.**

Two medium bombers, two fighters, and two reconnaissance planes.

15 DECEMBER

**Pacific Fleet Press Release**

Heavy bombers of the American 7th Air Force dropped more than 40 tons of bombs on the enemy heavy cruiser. 

**Allied Headquarters in the Southwest Pacific—New Ireland:** Off Kavieng, New Ireland, reported that our night reconnaissance unit scored two hits with 1,000-pound bombs on a group of enemy heavy cruisers. 

**Allied Headquarters in the Southwest Pacific—New Ireland:** 212 Zeros which were attacking our search planes were intercepted and destroyed by A-10 Mitchell bombers. 

**16 DECEMBER**

**Pacific Fleet Press Release**

Heavy bombers of the Seventh Army Air Force sank a 4,000-ton enemy cargo vessel off Cape Murao.

**Allied Headquarters in the Southwest Pacific—New Ireland:** Off Kavieng, New Ireland, reported that our night reconnaissance units sank three enemy barges near the New Guinea coast, destroyed nine more off Reiss Point.

**Allied Headquarters in the Southwest Pacific—New Ireland:** Off Cape Morea, our night reconnaissance unit sank a 4,000-ton enemy cargo vessel off Cape Murao.

**17 DECEMBER**

**Navy Department Communication No. 490**

**Pacific and Far East**

Two large transports, two large tankers, three medium freighters, and one small freighter.

**Two heavy bombers, two medium bombers, and two fighters.**

Two heavy bombers, two medium bombers, and two fighters.

**Two medium bombers, two fighters, and two reconnaissance planes.**

Two medium bombers, two fighters, and two reconnaissance planes.

18 DECEMBER

**Allied Headquarters in New Guinea—New Ireland:** Our heavy units bombed Namatanai airfield and sank a troop transport in the area.

**Allied Headquarters in New Guinea—New Ireland:** At Bolovag Bay, our long-range fighters sank two barges and destroyed three more at Cape Nozak. Our light naval units destroyed a four-engined flying boat off the coast of New Guinea. 

**Allied Headquarters in New Guinea—New Ireland:** At Tainbo. Our long-range fighters scored eight direct hits on a small vessel off Cape Nozak.

**Allied Headquarters in New Guinea—New Ireland:** At Peleliu. Our long-range fighters sank a small ship off Cape Nozak.

**19 DECEMBER**

**Pacific Fleet Press Release**

Army fighters and light bombers of the Seventh Air Force which attacked Mill during the morning of 18 December dropped 15 bombs and 50 tons of bombs, destroying two enemy barges on the ground and damaging two other vessels. Our planes also attacked 17 enemy barges of our forces suffered minor damage from antiaircraft fire. 

**20 DECEMBER**

**Pacific Fleet Press Release**

Army fighters and light bombers of the Seventh Air Force which attacked Mill during the morning of 18 December dropped 15 bombs and 50 tons of bombs, destroying two enemy barges on the ground and damaging two other vessels. Our planes also attacked 17 enemy barges of our forces suffered minor damage from antiaircraft fire. 

**Pacific Fleet Press Release**

On the afternoon of 18 December, our light naval force attacked transport installations at Mill and destroyed one small oil barge. 

**Pacific Fleet Press Release**

On the afternoon of 18 December, our light naval force attacked transport installations at Mill and destroyed one small oil barge.
The Salute

(Continued from page 23)

Vehicles. Enlisted men and officers salute all senior officers riding past in vehicles. While passengers in a vehicle, naval personnel both render and return salutes, as may be required. As driver of a vehicle, one is obligated to salute if the vehicle is at a halt, but it is not necessary for him to salute while the vehicle is in motion if to do so would endanger the safety of the occupants.

When in doubt. As a matter of fact, in practically every case where uncertainty exists, regardless of grade, the only rule to follow is to render the salute. It is far better to salute, even if in doubt as to the necessity for doing so, than to be thought ignorant of the rules of one of the most essential and elementary requirements of your profession.

When NOT to salute

When uncovered.
In ranks, when addressed (come to attention only).
On work detail (however, man in charge of detail salutes).
When engaged in athletics.
Assembled for recreation or entertainment.
When carrying articles with both hands (or otherwise so occupied as to make saluting impracticable).
In action or under simulated combat conditions.
When a member of the guard engaged in the performance of a duty which prevents saluting.
In public conveyances.
In public places where inappropriate.
At mess. (If addressed, sit at attention.)
When working on the ship's side.

HOW do you salute?

Since attention is the proper position of a military man, you should always be at attention when saluting, except of course when walking.

Types of salute

The main types of salute are four: (1) the hand salute, (2) the rifle salute, at order arms; (3) the rifle salute, at right shoulder arms, and (4) the rifle salute, at present arms. Other types of salute are the pistol salute, and "eyes right" (done by men in ranks, when passing in review).

The hand salute, under naval custom, is accompanied by a word of greeting: "Good morning," "Good afternoon," "Good evening," according to the time of day. Juniors add a "sir" to the greeting.

Common errors in saluting

Most of the errors observed are attributable to the attitude of the saluter, although others are caused either by ignorance, inadequate training or carelessness. To desire to give a crisp, good salute will generally result in one. Faults to watch for are these:

Casual or perfunctory salute.
Generally sloppy salute.
Saluting on the double.
Holding the arm awkwardly high. Letting it sag too low.
Avoiding the gaze of the person saluted.

 Attempting to avoid salute altogether.
Saluting with pipe, cigar or cigarette in the mouth or in the hand.
Waiting too long to begin the salute (point of the six-page minimum is to give the person saluted time to recognize it and to return it).
Bowling the head as the salute is given.

Dropping the salute before it has been returned.

(For a look at how others appear in their non-military salutes, see pages 22-23.)

Some differences between Army and Navy customs

In general there is little difference between the customs of the two services, but a couple of points do stand out.

Naval personnel never salute when uncovered; Army personnel do.

Naval custom permits saluting with the left hand when a salute cannot be rendered readily with the right hand; Army custom holds to the use of the right hand.

The use of the word of greeting to accompany the salute is a Navy custom, although some Army personnel also follow it.

In almost all other respects, the services have pretty much the same

How Did It Start?

In the olden days, the aide-de-camp of a knight carried on his shoulder ropes and pegs for tethering the knight's horse. Thus aiguilettes, the gold shoulder braid worn today by senior naval officers' aides, came into being. Another tradition has it that the aiguillette was originally the rope carried on a provost marshal's shoulder and used for hanging the condemned. [If your version differs, send it in. —Ed.]
Guadalcanal Veteran Sorry
He Wasn’t In Better Condition

“I wish to God they had been twice as tough in conditioning me . . .”

So writes a naval doctor who had once “crabbed and griped” when he was put through a rigorous physical-fitness program before being assigned abroad. Why did a doctor need all that conditioning?

But he didn’t gripe about his physical condition after he got over, and found himself with the Marine group which invaded Guadalcanal. In an article forwarded to the director of training, First Naval District, he described how the necessity for a toughened, hardened physical constitution for anyone engaged in modern warfare:

“Only men who had been well-conditioned and were in good physical shape could stand up under the gruelling conditions which existed at the time of the landing and the following days.

“The tropical diseases were rampant and those in poor physical condition picked these up more rapidly, necessitating evacuation, in some cases, out of the area.

“A few men from time to time broke under the strain. It was always those who were in poorer physical shape.

“It finally came my turn to be evacuated and then it was that I realized, I, personally, had been a tougher, better physically conditioned officer than I was. . . .

“Being firmly convinced that an even more strenuous program of physical toughening and hardening will pay dividends in fewer men being evacuated . . .

“Throughout days and nights we were subjected to repeated bombings and attacks. This meant long hours of work and lack of sleep . . .

“We had an improvised surgery in a tent on the shore. . . . All our work was done in the light from flaming ammunition and gasoline. Even if we had had electric lights we wouldn’t have turned them on as the Japs were still over us. . . . My chief pharmacist’s mate was wounded. . . .

“Two corpsmen circulated among the fighting men, taking their pulses and looking for signs of shock. . . . Plasma in infusions were given. Some of the boys had three and four during the first 24 hours.

“During the trip to New Caledonia the less toughened and hardened individuals began to show signs of weariness and neurotic symptoms. . . . With men sleeping in three-tier pipe bunks down to the third and bottom holds, disease would have been rampant if they had already not been in good physical condition . . .

“Under these trying conditions personal hygiene is an absolute necessity, although twice as difficult to accomplish.

“If I had my training period to live over again, now that I have come back from the Solomons, I would spend all available time in strengthening and conditioning myself.

“Too you officers and men who would better serve your country at home and on foreign soil, prepare yourselves to be physically able to do so! Regardless of hardships involved, the end justifies the means!”

Conferences

(Continued from Page 33)

s—only 75,000,000 of whom are Japanese.

Japan now holds 604,456 square miles—only 148,000 of which are Japanese.

Therefore, to be won and restored (see map) are:

Formosa and the Pescadores, ceded to the Japs after the 1894 war with China; Korea and Sakhalin, annexed following the 1905 defeat of Russia; the Marshall, Caroline and Mariana Islands, totaling 623, grabbed from Germany at the start of World War I and ceded to Japan at Versailles; the Manchuria territory, overrun in the 1931 attack on China; the coastal and inland sections of China, occupied since

the “incident” which started in 1937; the Philippines, French Indo-China, Thailand, Malay and the Indies, which fell to advancing Jap hordes after Pearl Harbor.

That the blows which will break apart this empire must come from many directions is acknowledged by all United Nations military leaders. No one can say at this point how many segments of this empire will have to be taken piecemeal before Japan itself will fall and shatter loose its conquests.

However, the Cairo conference made one thing even clearer than it has been: we have to get to Tokyo the fastest and best way. We’ve got business there—remembering Pearl Harbor by dismembering Japan.

And the American Navy, with that kind of business, can be counted upon to do more than its part.
U-Boats (Continued from Page 28)

Crockett’s bombs landed off the port quarter of the sub, shaking it so severely that all antiaircraft fire ceased momentarily. As the plane started its second run, a shell from the sub ruptured a gas line between the hull and the wing tank. Fire broke out inside the starboard wing and smoke poured through the plane. While two crewmen were still fighting the fire, Lieutenant Crockett pressed home his bombing attack. There was a tremendous explosion about 50 feet from the stern of the U-boat, which began to settle by the stern even more than formerly, until its bow pointed out of the water. In the meantime, the fire in the wing had brought under control, and Lieutenant Crockett decided to circle the disabled sub while waiting for a chance to use his one remaining bomb. He had radioed his base for help soon after sighting the sub.

A Navy blimp, returning to its base from an antisub patrol, had heard Lieutenant Crockett’s message and headed for the scene, even though it was short of fuel. Lt. (jg) Wallace A. Wydeen, USNR, pilot of the blimp, hoped to be of some assistance in making a fire attack, and requested additional planes to the area, and in searching for possible survivors from Lieutenant Matuski’s plane.

While proceeding to the area, the blimp was overtaken by a shore-based Ventura, piloted by Lt. (jg) Theodore M. Hollister, USNR, who wanted Lieutenant Wydeen of the heavy antiaircraft fire he could expect.

When the Ventura arrived at the scene about an hour later, Lieutenant Crockett assumed command of the battle. Ordering the Ventura to deliver a bomb attack from astern, while he machine-gunned the sub’s forward deck, the planes started simultaneous approaches. The antiaircraft fire abruptly ceased as the two planes swept down. The Ventura’s bombs seemed to have straddled the sub, which was knocked beneath the surface. Fifteen seconds later it bobbed up like a cork.

For the next 2 1/2 hours both planes circled the sub while awaiting reinforcements. The Ventura had expended all its bombs. By this time the blimp had arrived and Lieutenant Wydeen was anxious to deliver an attack. However, Lieutenant Crockett believed the U-boat’s firepower was too lethal to risk the blimp, and he directed it to serve as observer, watch for disabled planes, and direct other aircraft to the scene. After assisting by for several hours, its fuel supply virtually exhausted, the blimp departed for its base. En route it made a forced landing and the ship was lost, although the crew was saved.

Nearly five hours after the initial attack, Lt. (jg) John W. Dresbach, USNR, arrived in another Mariner. It was arranged that Lieutenant Crockett would strafe the sub from the port bow, Lieutenant Holmes from the starboard wing and smoke poured through the plane. Fire broke out inside the starboard wing and smoke poured through the plane. In the meantime, the fire in the wing had brought under control, and Lieutenant Crockett decided to circle the disabled sub while waiting for a chance to use his one remaining bomb. He had radioed his base for help soon after sighting the sub.

A Navy blimp, returning to its base from an antisub patrol, had heard Lieutenant Crockett’s message and headed for the scene, even though it was short of fuel. Lt. (jg) Wallace A. Wydeen, USNR, pilot of the blimp, hoped to be of some assistance in making a fire attack, and requested additional planes to the area, and in searching for possible survivors from Lieutenant Matuski’s plane.

While proceeding to the area, the blimp was overtaken by a shore-based Ventura, piloted by Lt. (jg) Theodore M. Hollister, USNR, who wanted Lieutenant Wydeen of the heavy antiaircraft fire he could expect.

When the Ventura arrived at the scene about an hour later, Lieutenant Crockett assumed command of the battle. Ordering the Ventura to deliver a bomb attack from astern, while he machine-gunned the sub’s forward deck, the planes started simultaneous approaches. The antiaircraft fire abruptly ceased as the two planes swept down. The Ventura’s bombs seemed to have straddled the sub, which was knocked beneath the surface. Fifteen seconds later it bobbed up like a cork.

For the next 2 1/2 hours both planes circled the sub while awaiting reinforcements. The Ventura had expended all its bombs. By this time the blimp had arrived and Lieutenant Wydeen was anxious to deliver an attack. However, Lieutenant Crockett believed the U-boat’s firepower was too lethal to risk the blimp, and he directed it to serve as observer, watch for disabled planes, and direct other aircraft to the scene. After assisting by for several hours, its fuel supply virtually exhausted, the blimp departed for its base. En route it made a forced landing and the ship was lost, although the crew was saved.

The survivors said the first attack, by Lieutenant Matuski, had so damaged their ship that it was unable to submerge. Subsequent attacks had opened various seams, and for ten hours the Germans had been fighting desperately with their deck guns, knowing that escape was impossible, that the sub was out of control and gradually flooding. About midnight their battered U-boat had flooded completely and had sunk.

Gilberts (Continued from Page 11)

That we are losing little time in processing the atolls for an air armada of our own became evident while the bloody Tarawa battle was still raging. Navy Seabees put ashore and set to work on the battered airfields. One of these, already in use by our planes even before the atoll actually was wrested from the enemy. An Army officer, watching the Seabees, was moved to exclaim: "Those fellows are the best thing developed in this war. They're all working in their own specialties and the things they do are just short of miraculous."

The Gilberts were the first coral atolls which the synchronized, combined forces of Army, Navy and Marines had attempted to capture. The physical differences between invasion of such atolls and the invasion of Guadalcanal were many. A new technique had to be developed on the spot. Yet never, not even in the successful Sicily and Italy landings, have the three branches of America's armed might worked so smoothly and efficiently as a unit. Said Gen. Julian Smith: "The marines couldn't have done it without the Navy bombardment."

There was one point in the battle, naval leaders later admitted, when the sinking of one transport might have turned the tide of the entire campaign. As it was, Marine and Army reinforcements were successfully landed. And the marines, once landed, had only one objective. They would take and they would hold.

Even when, at one point, the bodies of 105 marines could be counted in a space covering 20 yards, there was no retreat. The grizzled Gen. Holland Smith, surveying this carnage, was asked by correspondents for a comment on the battle. "Gentlemen," he said slowly, "it was our will to die. That will was stronger than steel or flame."
A Navy Bibliography

To meet requests for a bibliography of available books dealing with the Navy and with naval matters, the following general list has been prepared by the Library Section of the Bureau of Naval Reserve.


**Naval Ordnance**, by the Department of Ordnance and Gunnery, U.S. Naval Institute, 1943. Textbook used at Naval Academy.

**Naval Ordnance, by the Department of Ordnance and Gunnery**, U.S. Naval Institute, 1943. Textbook used at Naval Academy.

**Piloting, Seamanship and Small Boat Handling**, Charles F. Chadman. Describes in detail the function and characteristics of the various types of small boats and the procedures for handling them.


**Amphibious Force**

We are preparing to make all necessary preparations for the landing and invasion of an enemy power. Our first step will be to provide for the landing of a fleet, consisting of the greatest naval strategist of modern times, Captain Carleton Montgomery, of the U.S. Navy. Montgomery is a master of strategy and tactics, and is the greatest expert in the art of fighting amphibious warfare. He is a man of great experience and has been in a position to study and analyze the operations of other nations in this field. His book, "Amphibious Warfare," published by the U.S. Naval Institute, is a valuable guide to the student of naval affairs. Montgomery's work is considered by many to be the best single-volume work on the subject as far as the Navy is concerned.

**What You Should Know About the Navy**

General information, largely about the Navy, its organization and its operation, which is most helpful to the layman.

**What You Should Know About Submarine Warfare**

A collection of writings about submarine warfare, including the history of submarine development, the role of the submarine in modern warfare, and the techniques for operating submarines.

**The Navy Has Wings**

The air arm of the Navy, including the role it is playing in the present war.

**The Navy Officer’s Guide**

Complete information for new and experienced officers, including the rules of the Navy and the practical aspects of naval life.

**The Bookman’s Manual**

A complete history of the development of American sea power with special emphasis on the part the submarine is playing in the war.

**Toward a New Order of Sea Power**

An analysis of the history of American sea power and the role of the submarine in modern warfare.

**The Amphibian (Amphibious Training Command)**

A handbook that is invaluable because its two volumes contain sound fundamentals of every branch of engineering pertaining to the operation of ships.
THE FEET

1. Keep the feet dry. Foot coverings for use in temperatures above 0°F. and under wet conditions should be snug-fitting and waterproof. One or more pairs of woolen socks, preferably ribbed for greater elasticity, will take care of the little bit of perspiration that will come. Socks should be thoroughly dry before they are put on. As an outer covering, the standard Navy arctic is satisfactory.

2. Under extremely cold, dry conditions (below 0°F. with a slight breeze) the job is not to keep moisture from entering the footgear but is rather to prevent overheating of the rest of the body, or they may be caused by constriction which prevents proper circulation of the blood. Avoid garments that fit tightly around the upper arms or under the armpits where large blood vessels come near the surface.

3. Treat frostbitten or frozen hands as prescribed for the feet—that is, gently massage with warm hands to stimulate circulation, place the hands on warm flesh under the armpits, between the thighs or on the abdomen.

4. Keep the hands and mittens as dry as possible because moisture increases heat loss. Changing to dry mittens when hands are wet and cold will immediately produce a feeling of warmth.

A Problem for the Ship's Carpenter

The linoleum in the officer's mess, measuring 9x12 feet, became badly worn in the center. Wishing to salvage as much as possible, the ship's carpenter cut from the center of the piece the worn portion, one foot wide and eight feet long, as shown in the diagram above. This he discarded. He then cut the remaining linoleum into two pieces which, when put together, formed a single floor-covering measuring 10x10 feet. How did he accomplish this without having any material left over and without leaving holes? (For solution, see p. 66.)

THE HEAD

1. Ears freeze quickly. Even in moderately cold weather, ear muffs should be worn even though the rest of your head may be uncovered.

2. The back of the neck should be protected because of the vital sensory nerve cords and tendons which lie close to the surface. The temples, forehead and throat also must be protected.

3. The top of the head, when a normal amount of hair is present, will be safe without covering in temperatures as low as 0°F., provided the wind is not blowing. A light head covering, however, is always a good idea.

4. The chin will withstand a considerable range of temperatures, but if the wind is strong the chin requires protection just as do the nose and cheeks. The mouth and eyes are difficult to protect. A complete face mask should be used in severe weather. The Navy winter helmet will protect practically all parts of the face.

5. You've lost a set of eyes, so treat them kindly. No matter how strong you think your eyes are, they are subject to snow blindness and perhaps permanent injuries unless you take care. Snow blindness is caused by glare on snow and ice, not only from light reflected directly by the sun but also from the diffused light when the sky is dark and overcast. Though actual blindness does not result, the condition is painful and very serious. Rubbing the eyes will increase the burning and stinging sensation. The only treatment is complete rest by wearing dark glasses, in severe cases, by bandaging the eyes.

To prevent snow blindness, dark glasses should be worn at all times. They should have shields to prevent glare from entering at the sides. The rims should not be made of metal as they might stick to the skin. Polaroid glasses does not help because light is reflected from many different planes. The goggles that are issued with Navy winter clothing will do very well. If goggles or dark glasses are not at hand, you can make goggle pieces of canvas or other heavy cloth, cardboard or even pieces of wood, with narrow slits for the eyes. Blackening the cheeks and nose with soot is helpful.

6. Freezing of the flesh about the face or head may happen so quickly that you won't notice it. At the moment of freezing a sharp pain shoots through the affected part and it suddenly turns white. There is an unwritten law in cold countries that each man will call attention to his companion's face whenever he sees these characteristic white areas.

Old Man Winter—with salt in his hair, and snow seas or with snow in his beard from the Russian steppes—either can be your enemy or your ally. It's very much up to you.
The following list, seventh in a series setting forth some useful words and phrases in languages common to areas in which the Navy is operating, is presented by the Bureau for Naval Personnel interested in acquiring a limited knowledge of certain phrases. In May the INFORMATION BULLETIN published a Japanese Phrase List; in June, Spanish; in July, French; in August, Portuguese; in September, Italian, and in October, German. The attention of naval personnel interested in the Navy language program is invited to the article, "Language Program Expanded," in the 15 March 1943 issue of the TRAWDIV Letter, p. 35.

## Useful Words and Phrases

### ENGLISH TO MALAY

<table>
<thead>
<tr>
<th>English</th>
<th>Malay</th>
</tr>
</thead>
<tbody>
<tr>
<td>All right</td>
<td>baik</td>
</tr>
<tr>
<td>Be careful, boy</td>
<td>hati-hati</td>
</tr>
<tr>
<td>Be quick</td>
<td>cepat</td>
</tr>
<tr>
<td>Bring it here</td>
<td>bawa</td>
</tr>
<tr>
<td>The American consul</td>
<td>Amerika</td>
</tr>
<tr>
<td>Don't do that</td>
<td>jangan</td>
</tr>
<tr>
<td>Drive slowly</td>
<td>perlahan</td>
</tr>
<tr>
<td>Get me a drink</td>
<td>minum-ku</td>
</tr>
<tr>
<td>Get me a pen</td>
<td>pena</td>
</tr>
<tr>
<td>Get me coffee</td>
<td>seduh</td>
</tr>
</tbody>
</table>
| Get me a match | perangin |}

### TO SAY IT

<table>
<thead>
<tr>
<th>English</th>
<th>Malay</th>
</tr>
</thead>
<tbody>
<tr>
<td>I have a stomach ache</td>
<td>sakit perut</td>
</tr>
<tr>
<td>I am sick</td>
<td>sakit</td>
</tr>
<tr>
<td>Medicines</td>
<td>obat</td>
</tr>
<tr>
<td>Bone fracture</td>
<td>tulang putus</td>
</tr>
<tr>
<td>Toothache</td>
<td>sakit gigi</td>
</tr>
<tr>
<td>What's the matter?</td>
<td>apa kena?</td>
</tr>
</tbody>
</table>

## Illnesses, Accidents, Wounds

### Places to Go

<table>
<thead>
<tr>
<th>English</th>
<th>Malay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barber</td>
<td>tokong tajier</td>
</tr>
<tr>
<td>Bathroom</td>
<td>kamar mandi</td>
</tr>
<tr>
<td>Bed</td>
<td>tempat tidur</td>
</tr>
<tr>
<td>Bed sheet</td>
<td>selimut</td>
</tr>
<tr>
<td>Bedspread</td>
<td>selimut kamar</td>
</tr>
<tr>
<td>Breakfast</td>
<td>sarap</td>
</tr>
<tr>
<td>Custom house</td>
<td>kantor nafi</td>
</tr>
<tr>
<td>Doctor</td>
<td>doktor</td>
</tr>
<tr>
<td>Drugstore</td>
<td>apotik</td>
</tr>
<tr>
<td>Hotel</td>
<td>hotel</td>
</tr>
<tr>
<td>House</td>
<td>rumah</td>
</tr>
<tr>
<td>Market</td>
<td>pasar</td>
</tr>
<tr>
<td>Movies</td>
<td>bioskop</td>
</tr>
<tr>
<td>Office</td>
<td>kantor</td>
</tr>
<tr>
<td>Outside</td>
<td>di luar</td>
</tr>
<tr>
<td>Police station</td>
<td>polisi</td>
</tr>
<tr>
<td>Post office</td>
<td>pos</td>
</tr>
<tr>
<td>Pharmacy</td>
<td>farmasi</td>
</tr>
<tr>
<td>Railway Station</td>
<td>stasiun</td>
</tr>
<tr>
<td>Tailor</td>
<td>sutun</td>
</tr>
<tr>
<td>Telegraph office</td>
<td>telekom</td>
</tr>
<tr>
<td>Theatres</td>
<td>teater</td>
</tr>
<tr>
<td>To mat</td>
<td>mandi</td>
</tr>
<tr>
<td>To sleep</td>
<td>tidur</td>
</tr>
<tr>
<td>Town, city</td>
<td>kota</td>
</tr>
<tr>
<td>Train</td>
<td>kereta</td>
</tr>
<tr>
<td>Village</td>
<td>desa</td>
</tr>
</tbody>
</table>

## Nautical

<table>
<thead>
<tr>
<th>English</th>
<th>Malay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below</td>
<td>di bawah</td>
</tr>
<tr>
<td>Ship</td>
<td>kapal</td>
</tr>
<tr>
<td>Grain</td>
<td>beras</td>
</tr>
<tr>
<td>Ice</td>
<td>es</td>
</tr>
<tr>
<td>Large</td>
<td>besar</td>
</tr>
<tr>
<td>Lumber</td>
<td>kayu</td>
</tr>
<tr>
<td>Mine</td>
<td>bom</td>
</tr>
<tr>
<td>Race</td>
<td>lomba</td>
</tr>
<tr>
<td>Sea</td>
<td>laut</td>
</tr>
<tr>
<td>Shore</td>
<td>pantai</td>
</tr>
<tr>
<td>Smoke</td>
<td>asap</td>
</tr>
<tr>
<td>Steam</td>
<td>uap</td>
</tr>
<tr>
<td>Small</td>
<td>kecil</td>
</tr>
</tbody>
</table>

## Note on Pronunciation

The column indicating how to say the Malay expression is an approximation. Nevertheless, a person who pays close attention to the pronunciation here should have no trouble in being understood on the Malay Peninsula, in parts of Sumatra or along the coasts of the entire Malay Archipelago. The Malay "fj" is pronounced y as in yet; "dj" as the f or the g in judge, and "tj" as the c in church.

### In the Malay language program...

-with salt in his hair, in a ship or on a shore, in Russia or France, in the Russian steppe, your enemy or you hitch up to you.
Food

- boesok
- pisang
- tobi
- mentega
- kekoe
- chay
- kelapa
- kepling
- kekoe
- telor
- fla
- boesok
- su
- kekoe
- toeloong
- kekoe
- teh
- aker

Parts of Body

- leg
- hand
- back
- arm
- eye
- face
- chest
- ear
- foot
- bone
- eye
- nose
- mouth
- hand
- foot
- bone
- eye
- nose
- mouth
- hand
- foot
- bone

Location

- go
- return
- stop
- apjurig"o
- toerono disini
- kiri
- kanan
- tengah
- belakang
- depan
- dekat
- jauh
- toloong
- suh-kah
- puluh
- ratus

Adjectives

- malaik
- malaik
- malaik
- malaik
- malaik
- malaik
- malaik
- malaik

Days of Week, Months of Year

- hari
- minggu
- senin
- rabu
- khamis
- jum'at
- sabtu
- domingo
- febrero
- marzo
- abril
- mayo
- junio
- julio
- agosto
- septiembre
- octubre
- noviembre
- diciembre

Time

- o' clock
- quarter
- half
- one
- two
- three
- four
- five
- six
- seven
- eight
- nine
- ten
- eleven
- twelve

Numbers

- one
- two
- three
- four
- five
- six
- seven
- eight
- nine
- ten
- eleven
- twelve
- thirteen
- fourteen
- fifteen
- sixteen
- seventeen
- eighteen
- nineteen

Adjectives

- panjang
- pendek
- besar
- kecil
- besar
- kecil
- panjang
- pendek
- besar
- kecil
- panjang
- pendek
- besar
- kecil

Conjunctions

- dan
- tapi
- selain
- dan
- tapi
- selain

Prepositions

- dari
- in
- inside
- to
- for

Pronouns

- he
- she
- it
- you
- we
- they

Very few pronouns are used in Malay. The word "you" (you) is not commonly used, and the possessive form is indicated by "pemaja" (poema-ya) following the pronoun.
Insurance

(Continued from Page 27)

a longer time before you can start collecting butterflies.

In the box on this page you can see how all three of these policies line up for a typical seagoing policy-lubber, aged 25: showing the year-by-year cash values for each type, the amount of paid-up insurance they would provide if you stopped paying premiums, and how long your insurance would still go on in case you decided to take the coverage instead of the cash value.

As far as the mechanics of conversion are concerned, at any time after your term policy is a year old, you need simply see your insurance officer and make out an application blank. "For change of National Service Life Insurance from Five-Year Level Premium Term Policy to (type wanted)."

Or, you can, if you prefer, just write him a letter outlining the facts.

Incidentally, in the matter of all forms, you can always apply for the insurance, change it, or make any of the changes legally properly for, by contacting or writing your insurance officer.

Intermission

All those with questions form a line on the right.

Q. Arrested the policies still good if I leave the Navy?

A. Yes. All of them, providing you keep up your monthly premiums.

Q. Since I don't want any allotment system then, how do I pay my premiums?

A. Send the money to the Veterans Administration, Washington, D. C., at monthly, quarterly, semiannual, or annual intervals.

Q. That's fine. But, supposing I get mixed up in a game of civilian cribbage and can't pay my premiums?

A. You get 31 days of grace (no, not that Grace, Man). If this slips by, you can get your insurance reinstated by paying up the back premiums from the day of default, plus 5% interest.

While in the service and for six months after discharge you are required to pay back premiums, plus 5% interest, and submit a signed statement of comparable good health. After that period you must be in good health and submit evidence thereof satis-

factory to the Veterans Administration.

Q. If I convert, does my new policy have to be for $10,000, too, or can I take less?

A. You can take as little as $1,000.

Q. How will my beneficiaries be paid?

A. If your primary beneficiary is less than 30 years old when you die, the government pays 240 equal monthly installments (20 years) at the rate of $5.51 per month for each $1,000 of insurance in force. (On a $10,000 policy, $55.10 per month.) If the beneficiary in 30 years or over, he or she will get equal monthly installments for the rest of his or her life.

At least 120 payments have to be paid in any case, and they will continue to be paid as long as there are any eligible beneficiaries. On the basis that you hold $10,000 of insurance:

If under 30 years of age, a monthly income for 20 years of life of...

If 30 years of age, a monthly income...

If 40 years of age, a monthly income...

If 50 years of age, a monthly income...

If 60 years of age, a monthly income...

Increased benefits for higher ages.

Q. Whom may I name as beneficiary?

A. Only members of your immediate family. That is, your parents, brothers, sisters (including those of half blood), wife, child or a person in loco parentis (this is not a disease, it means one who has raised you or stood "in the place of a parent" for at least one year prior to your entry into the Navy).

Q. May I change my beneficiary later?

A. Yes. You may change your beneficiary anytime you desire. See the insurance officer, who will supply you with the correct form.

However, when it comes to filling out forms, beware the procedure of one young recruit at a training center: At the end of the lecture, the men were asked to fill out application forms if they wanted insurance. This generous but simpleminded heart, added by the form blank, decided to play safe and do just what the man next to him was doing. Result was he copied verbatim the other man's form, and then signed it, bespeaking $10,000 to the other man's relatives! Fortunately, the eagle-eyed insurance officer caught it, which may account for the stiff vision requirements of officer candidates.

---

<table>
<thead>
<tr>
<th>End of policy year</th>
<th>Paid-up insurance value</th>
<th>Extension</th>
<th>End of policy year</th>
<th>Cash value</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>$85.60</td>
<td>1,34</td>
<td>12</td>
<td>$134.77</td>
<td>35</td>
</tr>
<tr>
<td>2</td>
<td>17.47</td>
<td>2</td>
<td>16</td>
<td>173.57</td>
<td>26</td>
</tr>
<tr>
<td>3</td>
<td>42.44</td>
<td>4</td>
<td>20</td>
<td>101.30</td>
<td>41</td>
</tr>
<tr>
<td>4</td>
<td>62.91</td>
<td>7</td>
<td>24</td>
<td>101.40</td>
<td>25</td>
</tr>
<tr>
<td>5</td>
<td>82.60</td>
<td>10</td>
<td>28</td>
<td>101.50</td>
<td>28</td>
</tr>
<tr>
<td>6</td>
<td>102.60</td>
<td>13</td>
<td>32</td>
<td>101.60</td>
<td>31</td>
</tr>
<tr>
<td>7</td>
<td>122.60</td>
<td>16</td>
<td>36</td>
<td>101.70</td>
<td>34</td>
</tr>
<tr>
<td>8</td>
<td>142.60</td>
<td>19</td>
<td>40</td>
<td>101.80</td>
<td>37</td>
</tr>
<tr>
<td>9</td>
<td>162.60</td>
<td>22</td>
<td>44</td>
<td>101.90</td>
<td>40</td>
</tr>
<tr>
<td>10</td>
<td>182.60</td>
<td>25</td>
<td>48</td>
<td>102.00</td>
<td>43</td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>End of policy year</th>
<th>Extension</th>
<th>End of policy year</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>1,34</td>
<td>12</td>
<td>35</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>16</td>
<td>41</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>20</td>
<td>25</td>
</tr>
<tr>
<td>4</td>
<td>7</td>
<td>24</td>
<td>28</td>
</tr>
<tr>
<td>5</td>
<td>10</td>
<td>28</td>
<td>31</td>
</tr>
<tr>
<td>6</td>
<td>13</td>
<td>32</td>
<td>34</td>
</tr>
<tr>
<td>7</td>
<td>16</td>
<td>36</td>
<td>37</td>
</tr>
<tr>
<td>8</td>
<td>19</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>9</td>
<td>22</td>
<td>44</td>
<td>43</td>
</tr>
<tr>
<td>10</td>
<td>25</td>
<td>48</td>
<td>46</td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>End of policy year</th>
<th>Extension</th>
<th>End of policy year</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>1,140</td>
<td>25</td>
<td>40</td>
</tr>
<tr>
<td>2</td>
<td>1,085</td>
<td>26</td>
<td>41</td>
</tr>
<tr>
<td>3</td>
<td>1,020</td>
<td>26</td>
<td>42</td>
</tr>
<tr>
<td>4</td>
<td>955</td>
<td>27</td>
<td>43</td>
</tr>
<tr>
<td>5</td>
<td>890</td>
<td>27</td>
<td>44</td>
</tr>
<tr>
<td>6</td>
<td>825</td>
<td>28</td>
<td>45</td>
</tr>
<tr>
<td>7</td>
<td>760</td>
<td>28</td>
<td>46</td>
</tr>
<tr>
<td>8</td>
<td>695</td>
<td>29</td>
<td>47</td>
</tr>
<tr>
<td>9</td>
<td>630</td>
<td>29</td>
<td>48</td>
</tr>
<tr>
<td>10</td>
<td>565</td>
<td>30</td>
<td>49</td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>End of policy year</th>
<th>Extension</th>
<th>End of policy year</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>1,050</td>
<td>25</td>
<td>40</td>
</tr>
<tr>
<td>2</td>
<td>995</td>
<td>26</td>
<td>41</td>
</tr>
<tr>
<td>3</td>
<td>940</td>
<td>26</td>
<td>42</td>
</tr>
<tr>
<td>4</td>
<td>885</td>
<td>27</td>
<td>43</td>
</tr>
<tr>
<td>5</td>
<td>830</td>
<td>27</td>
<td>44</td>
</tr>
<tr>
<td>6</td>
<td>775</td>
<td>28</td>
<td>45</td>
</tr>
<tr>
<td>7</td>
<td>720</td>
<td>28</td>
<td>46</td>
</tr>
<tr>
<td>8</td>
<td>665</td>
<td>29</td>
<td>47</td>
</tr>
<tr>
<td>9</td>
<td>610</td>
<td>29</td>
<td>48</td>
</tr>
<tr>
<td>10</td>
<td>555</td>
<td>30</td>
<td>49</td>
</tr>
</tbody>
</table>
Letters to the Editor

(Continued from Page 36)

paired. In order at least to salvage the yeoman's reputation for omniscience, I have appended the following comments:

Construct the following diagram:

From the known hazards of the problem, it is apparent that the figure $A'C'B'D$ is a perfect square, each side of which is equal to 18 feet, and each angle of which is a right angle of $90^\circ$.

- Yeoman S's concern was justified; the feature editor of the INFORMATION BULLETIN stands abashed. If dependent upon the solution given, the sailors would still be trying to get to their receiving ship. However, for a possible solution (which we didn't think of) see letter below.—J. J. C., Y1c, USNR.

- Good. For the proper care of the yeo's eyes, see "Guarding the Navy's Eyes," INFORMATION BULLETIN, April 1943, pp. 9-11.—Ed.

To the Editor:

Have added a pair of goggles to your cover picture (INFORMATION BULLETIN, November 1943) to save the sailor's eyes. (See cut above.)

Yours for better sight.—O. N. M., leadingman electrician, Mare Island, Calif.

- No, they do not lose time for rehabilitation leave under these conditions. Only where full, annual 30-day leave is granted will enlisted men lose time for entitlement to rehabilitation leave. It should be remembered that this leave is an entitlement only and local conditions will govern all cases.

- Regulations for permanent BuPers policy covering rotation of duty and enlisted personnel leave. (The Editors)

- See p. 68 for allowances for the Editor.

To the Editor:

(to the Editor)

Page 56
To THE EDITOR:

I have had two years’ study at the University of Alabama, majoring in mathematics, chemistry and physics.—K. W. C., S2c, USN.

• Space limitations prohibit outlining here complete qualifications and other information regarding the V-12 program (set forth in BuPers Circular Letter 296-43), or other programs where the information is obtainable locally. (See note at head of column.) Contact the educational officer at your base. He will be glad to advise you.

To THE EDITOR:

I would like to find out exactly the requirements as to education, length of service, etc., a man must have in order to qualify for V-12 examinations. I have had two years’ study at the University, majoring in mathematics, chemistry and physics.—K. W. C., S2c, USN.

• Space limitations prohibit outlining here complete qualifications and other information regarding the V-12 program (set forth in BuPers Circular Letter 296-43), or other programs where the information is obtainable locally. (See note at head of column.) Contact the educational officer at your base. He will be glad to advise you.

What Is Your Naval I. Q.?

1. By Navy Regulation, officers below the rank of commander shall be addressed as “Mr. ……………” in oral official communications. True or false?

2. What is the magnetic circle?

3. Can you identify this plane?

4. What type U.S. ships are named after Indian tribes?

5. Where—or what—is “fiddler’s green”?

6. Navy Relief Society emergency aid is available to: (a) officers only? (b) enlisted men only and their dependents? (c) dependents only? (d) all members of the Navy and their dependents?

7. Would you sail farther south to round the Cape of Good Hope, or Cape Horn?

8. If you were to fly from Dutch Harbor to Tokyo, the shortest distance you could travel would be: (a) 2,380 nautical miles? (b) 2,540 nautical miles? (c) 2,185 nautical miles? (d) 1,900.24 nautical miles?

9. Has the Navy an official song?

10. Where are: (a) Korosten, (b) Fossacesia, (c) Soligen, (d) Golomel, (e) Bonga, (f) Huon Peninsula?

11. What is a “tabernacle”?

12. Do U.S. sailors ever wear Army uniforms?

13. Who is “Jimmy Squarefoot”?

14. What colors appear on the American area campaign ribbon? What do they represent?

15. What is the difference between “free balloons” and “dirigible balloons”?

16. When a newly commissioned officer receives his first salute does he traditionally: (a) initiate an additional salute? (b) fail to return the salute? (c) pay out a dollar? (d) buy a drink?

17. The Medal of Honor is never issued to enlisted men. True or false?

18. The stripes on the sleeve shown at left in this drawing are easily recognizable as those of a vice admiral of the U.S. Navy. Right are the sleeve stripes worn by an officer of comparable rank in the RAF. Can you give his title?

19. By the end of 1944, how many ships will the U.S. Navy have: (a) 53,179? (b) 8,965? (c) 27,542? (d) 41,179? (e) 13,799?

20. Which rating in the Navy is equivalent to the Army staff sergeant: (a) second class petty officer? (b) seaman first class? (c) third class petty officer? (d) seaman second class? (Answers on Page 66)
For reasons of security, the deed for which a man receives a decoration very often cannot be fully described, either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

Comdr. Dudley W. Morton, USN, Miami, Fla. (missing in action): As commanding officer of a submarine, he delivered aggressive torpedo attacks against hostile vessels and damaged a considerable quantity of enemy shipping.

Comdr. Edward N. Parker, USN, Bellefonte, Pa.: Commanding the USS Chequers in a night action, Commander Parker prevented numerous enemy forces from accomplishing their purpose; engaged them at close quarters and contributed materially to their defeat.

Lt. Comdr. Robert W. Skinner III, (MC), USNR, North Wales, Pa.: During the Battle of Tulagi, Lieutenant Commander Skinner distinguished himself, often exposed to enemy fire, in administering aid to the wounded and in supervising the evacuation of casualties. Later, when his battalion was fighting on Lunga Ridge, he made at least three trips from the forward to the rear dressing station, a space of several hundred yards of exposed terrain swept frequently by hostile fire. He subsequently accompanied our forces, moving forward with the battalion in the second and third Matanikau River battles, despite a badly injured knee.

Comdr. William L. Wright, USN, Corpus Christie, Tex.: While commanding a submarine, he discovered a large force of enemy destroyers escorting a capital vessel. Maneuvering his ship through numerous screening destroyers, he launched a torpedo attack on the capital vessel, probably sinking it. On another occasion he attacked and destroyed a large, escorted tanker.

Capt. Thomas J. Ryan, Jr., USN, of New Rochelle, N.Y., commanding a destroyer division in the Solomon Islands area: the Navy Cross and a Gold Star in lieu of a second Navy Cross awarded within a month of each other.

Leading a destroyer squadron in the initial assault on Rendova Island on 30 June 1943, he covered landing-troop movements and, despite repeated attacks by hostile aircraft, directed his ships so as to avoid any damage either to them or to the transport he covered.

Less than two weeks later, at Kula Gulf, he directed a torpedo attack on a Japanese formation, and contributed materially to the destruction of four and possibly five enemy ships.

Again during the same month, in a night action at Vella Lavella, Captain Ryan's destroyer division launched another torpedo and gunfire attack which destroyed one and damaged another Japanese destroyer, and sank four large and several smaller barges.

Comdr. Morton C. Mumma, Jr., USN, Berryville, Va.: Guiding his submarine into striking position, Commander Mumma, despite enemy depth-charge counter measures, directed operations and fire to score a torpedo hit on an enemy destroyer.

Comdr. William K. Romoser, USN, Baltimore, Md.: As commanding officer of the USS Radford, on convoy duty, he contacted a large hostile submarine on the surface. He closed the target at a complete surprise attack, illuminated the enemy and struck fiercely with torpedoes and gunfire, destroying the submarine by two full-pattern depth-charge attacks after she sank.

Comdr. Edward N. Parker, USN, Bellefonte, Pa.: After the first landings in New Georgia, conducted long-range and direct fire support for the northern landings.

Comdr. William N. Wylie, USN, North Pacific Force, he led the Navy Cross and a Gold Star in lieu of a second Navy Cross awarded within a month of each other.

Leading a destroyer squadron in the initial assault on Rendova Island on 30 June 1943, he covered landing-troop movements and, despite repeated attacks by hostile aircraft, directed his ships so as to avoid any damage either to them or to the transport he covered.

Less than two weeks later, at Kula Gulf, he directed a torpedo attack on a Japanese formation, and contributed materially to the destruction of four and possibly five enemy ships.

Again during the same month, in a night action at Vella Lavella, Captain Ryan's destroyer division launched another torpedo and gunfire attack which destroyed one and damaged another Japanese destroyer, and sank four large and several smaller barges.

Comdr. William K. Romoser, USN, Baltimore, Md.: As commanding officer of the USS Radford, on convoy duty, he contacted a large hostile submarine on the surface. He closed the target at a complete surprise attack, illuminated the enemy and struck fiercely with torpedoes and gunfire, destroying the submarine by two full-pattern depth-charge attacks after she sank.

Comdr. Edward N. Parker, USN, Bellefonte, Pa.: After the first landings in New Georgia, conducted long-range and direct fire support for the northern landings.

Comdr. William N. Wylie, USN, North Pacific Force, he led the Navy Cross and a Gold Star in lieu of a second Navy Cross awarded within a month of each other.

Leading a destroyer squadron in the initial assault on Rendova Island on 30 June 1943, he covered landing-troop movements and, despite repeated attacks by hostile aircraft, directed his ships so as to avoid any damage either to them or to the transport he covered.

Less than two weeks later, at Kula Gulf, he directed a torpedo attack on a Japanese formation, and contributed materially to the destruction of four and possibly five enemy ships.

Again during the same month, in a night action at Vella Lavella, Captain Ryan's destroyer division launched another torpedo and gunfire attack which destroyed one and damaged another Japanese destroyer, and sank four large and several smaller barges.

Comdr. William K. Romoser, USN, Baltimore, Md.: As commanding officer of the USS Radford, on convoy duty, he contacted a large hostile submarine on the surface. He closed the target at a complete surprise attack, illuminated the enemy and struck fiercely with torpedoes and gunfire, destroying the submarine by two full-pattern depth-charge attacks after she sank.


**VICE ADMIRAL ANDREWS DECORATED:** Secretary of the Navy Frank Knox congratulates Vice Admiral Adolphus Andrews, USN (Ret.), who was awarded the Distinguished Service Medal recently for planning and initiating the antiship organization while Commander, Eastern Sea Frontier. Admiral Andrews' leadership and judgment proved highly effective in driving German subs from our coastal waters and his plan became the model for antiship organizations of other sea frontiers.

**FLYER**

As commander of an inexperienced group of officers and men into an effective and thoroughly disciplined fighting force.

**Capt. Andrew G. Shepard, USN, Rochester, N. Y.:** On the staff of Commander Amphibious Force, Atlantic Fleet, he assisted in the planning of the Algeria-Morocco occupation. Previously, he had served with distinction as a division officer on the staff of Commander-in-Chief, Atlantic Fleet.

**Capt. Francis T. Spellman, USN, Jamaica Plain, Mass.:** During a bombing raid on Oran, Algeria, when a merchant vessel loaded with gasoline was bombed and set afire, Captain Spellman immediately boarded the blazing vessel and directed her towing from the harbor.

**Capt. Paul S. Theiss, USN, Indiana, Pa.:** After personally directing the first landings of American forces on New Georgia Island, as officer in charge of the assault flotilla, he conducted extensive reconnaissance missions for further landings and future beachheads, frequently in the face of enemy fire.

**Comdr. Lee A. Ellis, USN, Portland, Me.:** As radio officer on the staff of Commander Destroyers, Atlantic Fleet, Commander (then Lt. Comdr.) Ellis was largely responsible for the increase in efficiency, battle readiness and effectiveness of destroyers of the Atlantic Fleet in the protection of shipping.

**Comdr. Thomas U. Sisson, USN, Winona, Miss.:** As aviation officer on the staff of Commander-in-Chief, Atlantic Fleet, he aided materially in the development of successful carrier escort operations and tactics, and in the development, strategic disposition and tactical employment of the Atlantic Fleet air force.

**Comdr. Richard C. Webb, Jr., USN, Greenwich, Conn.:** After outfitting and commissioning a group of nine ships, he did not fail in his duty to get his ships under way and trained the officers and men assigned to them. He and his men then took part in the occupation of the northern tip of Africa. American and contributed in large measure to the success of our operations.

**Lt. Comdr. John D. Burns, USNR, Woodside, N. Y.:** When a merchant vessel, loaded with gasoline, was struck by a bomb and set afire, Lieutenant Commander Burns went aboard and directed a firefighting unit until the vessel finally was brought under control.

**Lt. Comdr. Samuel A. Isquith (MC), USNR, Brooklyn, N. Y.:** Surmounting all the obstacles of battle conditions, he, as medical officer of the USS Vincennes, provided medical care to the injured and remained at his station until his sinking was announced. He continued administering the wounded on a life raft in the open sea; aboard a rescuing destroyer and, later, in a transport until he was ordered to return to duty.

**Lt. Comdr. Carl E. Jones, USNR, Century, Fla.:** His carrier-based Composite Squadron 1 launched attacks on a formidable number of enemy submarines, sinking or damaging all but one of the hostile vessels. A superb flyer himself, he was remarkably successful in communicating his own broad flying experience to his pilots.

**Lt. William E. Judge, Jr., USNR, W. Roxbury, Mass.:** Cargo officer during the occupation of Rendova Island, under extremely hazardous conditions, he succeeded in unloading supplies, ammunition and equipment at the usual rate of 177 tons per hour. When his ship was torpedoed and dead in the water, he supervised the shoring of all bulkheads of the damage; directed the manning of anti-aircraft defenses by members of the damage control parties after all regular gunners personnel had left the vessel, and repelled a dive-bombing attack.

**Lt. Don M. Mattox (MC), USNR, Terre Haute, Ind.:** During the occupation of French Morocco, as medical officer of the beach party from a transport, Lieutenant Mattox succeeded in unloading supplies, administering surgical aid to members of the landing party amidst vicious bombing and strafing attacks on the medical unit.

**Lt. Benny C. Modin, USNR, Brooklyn, N. Y.:** In landing operations at Guadalcanal, and during the occupation of Rendova Island, as boat commander of the USS McCawley, he was largely responsible for the record-breaking time of these landings against heavy enemy opposition.

**Lt. Alton C. Waldron, USN, New York, N. Y.:** Directing the fire of his ship's battery during one of the major enemy air attacks on Guadalcanal, as executive officer of a warship, he directly contributed to the destruction of one enemy plane, while saving his own ship from any damage.

**Lt. (Jg) Edward F. Hores, USNR, Arlington, Va.:** In the assault on and occupation of French Morocco, Lieutenant (then Ensign) Hores commanded a boat wave of assault troops from a transport and directed the hazardous landing operations, despite the darkness of the beach and the intensity of hostile opposition. Later, as assistant to the beachmaster, he carried out his duties in the face of persistent bombing and strafing attacks by enemy aircraft.

**Lt. (Jg) Caydar E. Swenson, USN, Portsmouth, Va.:** On a dark beach, lighted only by intense enemy fire, Lieutenant Swenson, commanding the leading boat wave of assault troops, effected the landing. By accomplishing this mission, subsequent landings were made expeditiously. He then assumed the duties of beachmaster and maintained a steady flow of supplies, although subject to numerous bombings and strafing attacks.

**Ens. Charles W. Baldock, USN, Shreveport, La.:** As navigator of a scout boat preceding assault troops from a transport, Ensign Baldock, then chief quartermaster, guided the landing party to the beach, despite darkness and unknown dangers.

**Chief Ship's Clerk John A. McGinnis, USN, San Diego, Calif.:** As the only assistant to the assistant
official u. s. marine corps photograph

commandant honors marine officers: two veterans of the solomons and guadalcanal campaigns were decorated recently by Lt. Gen. Thomas Holcomb, then commandant of the Marine Corps. At the left is Brig. Gen. DeWitt Peck, USMC, Clayton, N. Y., who received the Legion of Merit for meritorious conduct as assistant chief of staff for war plans to the commandant, South Pacific. Lt. Col. Frank G. Dailey (center), USMC, of Coronado, Calif., received the Navy and Marine Corps Medal for heroic conduct as a flying officer at Guadalcanal from 24 September to 9 November 1942.

naval attack stationed in north Russia, he aided in establishing this post and was distinctly successful in assisting crews of merchant vessels and survivors of ships lost enroute to Russian ports.

*To two motor machinist mates, first class, Edward L. Bernic, USN, Payv-ville, Mass.; and Charles E. Neff, USNR, Cisne, Ill., for their skill and efficiency following a night engagement with Japanese forces, 29 July 1943. After their motor torpedo boat, with the help of another, had succeeded in sinking six heavily loaded enemy landing barges, they repaired both wing engines which had been disabled by hostile gunfire.

*Fred V. Alvis, BM2c, USN, Richmond, Va.: As coxswain of a landing boat from a warship, he distinguished himself by his skill in transporting troops, equipment and supplies to the assigned beach, in spite of a very heavy surf and intense enemy opposition.

*Stephen J. Horvat, MM2c, USN, Cleveland, Ohio: Although suffering from a serious injury to his right hand and harassed by weather conditions and hostile opposition, he remained at his post as engineer of a tank lighter of a warship, until ordered to leave his station for medical attention (8-11 November 1942, Fesalina, French Morocco).

*James D. Collins, Slc, USNR, Gibsonville, N. C.: When members of his support boat, landing northeast of Fesalina, French Morocco, were attacked by hostile planes and ground forces and cut off from the other landing groups, he volunteered to man a rubber boat and, with the aid of a shipmate, effected a daring escape. Under heavy hostile fire, he reached his objective the same evening to furnish the attack force commander with the first information regarding the beleaguered group.

GOLD STAR IN LIEU OF SECOND SILVER STAR MEDAL

-Capt. Bromfield B. Nichol, USN, Nashville, Tenn.: While serving on the staff of a task-force commander during the battle for the Eastern Solomons, Captain (then Commander) Nichol was subjected to numerous heavy air attacks while directing operations. His courage and determination contributed to the success of the campaign.

SILVER STAR MEDAL

-Capt. Carl A. Broadburs (MC), USN, Newton, Va.: Landing with the assault troops on Attu Island, as medical officer on the staff of the commander of the attack force, he frequently visited the front lines and, despite enemy fire, personally supervised the evacuation of casualties.

-Capt. William E. Chebeague Island, Me.: When his ship was torpedoed by an enemy submarine, Captain (then Commander) Cleaves directed the gunfire of his vessel with such skill that the attacker was driven off. Without additional damage or loss of life, he beached his ship and supervised salvage operations.

-Capt. Harry D. Power, USN, Palo Alto, Calif.: While participating in the initial occupation of Guadalcanal, and on four later trips in waters adjacent to the island, Captain Power brought his ship through Jap dive-bombing and torpedo attacks to land vitally needed supplies and reinforcements.

-Comdr. John Krebb, USNR, Brooklyn, N. Y.: During landing operations on the Solomons, Commander Krebb, as engineering officer in the uss McCauley, kept the engineering plant in operation at 25% increase above designed speed. When his ship was torpedoed, he attempted to descend to operating plant from the piano flats in an effort to control further damage.

-Lt. Comdr. Richard H. O'Kane, USN, San Rafael, Calif.: When his submarine, the uss Wahoo, was attacked by a hostile destructor, he withheld fire until minimum range had been obtained, then discharged torpedoes which destroyed the enemy craft. Later, he was of service to his commanding officer in the attack on and destruction of an entire Japanese convoy of four important vessels.

-Lt. Comdr. Maurice W. Shea, USN, Cleveland, Ohio: While executive officer and navigator of a submarine, Lieutenant Commander Shea rendered valuable assistance to his commanding officer in sinking or damaging six hostile vessels, totaling 35,551 tons. On one occasion he had occasion to attack an escort of two destroyers on an unaided patrol, with the aid of the 37-mm. craft, and patrol, rei, and sank or damaged a

-To six u. S. m. c. officers on the staff of a task-force commander during the battle for the Eastern Solomons, the battle star was awarded.

-To six u. S. m. c. officers on the staff of a task-force commander during the battle for the Eastern Solomons, the battle star was awarded.

-To six u. S. m. c. officers on the staff of a task-force commander during the battle for the Eastern Solomons, the battle star was awarded.

-To six u. S. m. c. officers on the staff of a task-force commander during the battle for the Eastern Solomons, the battle star was awarded.

-To six u. S. m. c. officers on the staff of a task-force commander during the battle for the Eastern Solomons, the battle star was awarded.
a medical officer, commander of an amphibious assault group, was instrumental in directing the medical evacuation of wounded personnel. He also provided medical support for the land forces and the air forces. In addition, he coordinated the medical relief efforts for the Japanese forces in the area.

HONORED FOR SALVAGING SHIPS: Four naval officers received the Legion of Merit from Admiral William F. Halsey, USN, Commander, South Pacific Force, for outstanding service in salvaging damaged ships. Admiral Halsey here is pinning the ribbon on Capt. Roy T. Cowdrey, USN, Oregon, Wis. At the right is Capt. Homer N. Wallin, USN, Portland, Ore., who had previously won the Distinguished Service Medal for salvaging ships damaged at Pearl Harbor. In the background are Comdr. Myron E. Thomas, USN, San Francisco, Calif., and Capt. William E. Sullivan, USN, Honolulu, T. H.

damage-control parties and entered the flooded compartments below, shored bulkheads, released pressure on the boilers, and freed a jammed rudder: Harper L. Wolverton, CMM, USN, Ferguson, Mo.; Frederick D. Van Rheenen, CME, USN, Urbana, Ill.; Robert E. Turnham, CM1c, USN, Springfield, Ill.; Irving M. Palmer, WT1c, USNR, Norfolk, Va.; Buell F. Russell, Jr., F3c, USNR, Shelton, Wash.; and Beaver R. Sellers, MM1c, USN, Mt. Vernon, Ala.

* Berlyn M. Kimbrel, Tc1c, USN, Redwood, Okla. (posthumously): When the US HAMMOND was struck by enemy torpedoes, he stayed aboard to check all deck- and report them "safe." Still refusing to abandon ship, he supplied life jackets to his shipmates and assisted injured personnel until the deck beneath him was completely awash. Too late to secure a life jacket for himself, he went down into the sea, floated clear of the submerged ship, but was killed as the result of an underwater explosion.

* Elbert H. Oliver, StM1c, USN, North Little Rock, Ark.: When his ship was attacked by 25 Jap torpedo planes, and although he was bleeding profusely from a wound, he took over the station of an injured gunner and maintained accurate fire on attacking planes until compelled to give way to a relief gunner (30 June 1943, Solomon Islands).

* Paul M. DeLaney, MM2c, USNR, Westwood, Calif.: In a dangerous causeway between Gavutu and Tanambogo Islands in the Solomons swept by hostile machine-guns, serving with the 1st Parachute Battalion in a medical company attached to the Second Marine Division, he crossed the passage to assist and relieve wounded men and to evacuate them to dressing stations (7 August 1942).

* Frederick W. Polmoke, Stc1c, USN, St. Joseph, Mich.: While the USS VINCENT was being subjected to bombardment by hostile torpedoes and shellfire, as a member of the forward repair party he fought to extinguish raging fires in the vicinity of the sick bay. Although wounded he carried on in the intense heat and suffocating fumes until compelled to leave the burning compartment and abandon ship.
Task Unit CO's Decorated for Antisub Operations

Three commanding officers in the task unit that recently won the Presidential Unit Citation for antisub operations in the Atlantic (INFORMATION BULLETINS, Dec. 1943, p. 48) here receive the Legion of Merit from Admiral Royal E. Ingersoll, USN, Commander-in-Chief, Atlantic Fleet. From left to right are Lt. Comdr. Herbert D. Hill, USNR, commander of the USS Barry; Lt. Comdr. Hinton I. Smith, USNR, commander of the USS Goff; and Lt. Comdr. Howard M. Avery, USN, commander of Composite Squadron 9.

patrol squadron over the Aleutian Islands, without the benefit of fighter escort, he directed perilous, low-altitude bombing attacks on enemy ships in Kiska harbor. At less than 1,000 feet, he released his bombs, probably sinking two hostile vessels and destroying two planes despite fierce machine-gun opposition from six hostile fighters.

★ Lt. Comdr. Howard S. Roberts, USNR, St. Louis, Mo.; Ordered to relieve another plane attacking a hostile submarine, he located the damaged enemy ship in the act of surfacing and attacked with depth charges, which straddled the craft halfway between the stern and the conning tower. He prevented the crew of the disabled vessel from manning their guns and effected their capture.

★ Lt. Comdr. Richard S. Rogers, USN, Berkeley, Calif.; In combat with a German submarine, by his accurate strafing of the sub he silenced their fire and eventually helped destroy the ship without damage to the attacking planes.

★ Lieut. Gerard Bradford, Jr., USNR, Port Henry, N. Y.: Sent out in a patrol plane to attack a damaged German submarine in the Atlantic area, he spotted the sub and launched repeated runs in the face of intense antiaircraft fire, raking the decks of the enemy and releasing depth charge. The sub settled by the stern and sank.

★ Lieut. Howland S. Davis, USNR, Baltimore, Md.: When his plane made contact with a hostile submarine, he delivered successive and accurate depth charges forcing the undersea craft to the surface. Later, with the help of another plane, he left the sub in a sinking condition, abandoned by her crew and at the mercy of our surfacing vessels.


★ Lieut. James L. Naftzger, USNR, Wilder, Idaho: Piloting an observation plane during the occupation of Attu Island, he executed repeated antisubmarine patrols and gunnery spotting mission for both Army and naval gunfire. On one occasion, faced with the possible need of parachuting to safety because of severe damage to his plane, he made a high-speed, cross-wind landing in order to obtain medical treatment for a crew member.

★ Lt. (jg) Harold C. Carey, USN, Norfolk, Va. (posthumously): Taking part in an aerial search for a hostile undersea craft known to be in the area, he contacted the ship and forced it to the surface. Despite antiaircraft opposition, he made accurate diving attacks and spotted the craft for gunfire from our surface vessels which sent the U-boat to the bottom.

★ Lt. (jg) William F. Chamberlain, USNR, Aberdeen, Wash.: While engaged in an aerial search, he sighted a hostile submarine on the surface. He attacked with depth charges, damaged it so severely that it could not submerge, and then pressed home an attack which sank the sub.

★ Lt. (jg) Teddy L. Hull, USNR, Winslow, Ark. (missing in action): Returning from an escort mission, he sighted 25 Zeros and immediately pulled up to attack from above. Starting his dive at 25,000 feet, he engaged the enemy with deadly fire and, although attacked by another enemy group of 20 fighters during the ensuing action, he was able to destroy two of the Jap planes.

★ Lt. (jg) Robert E. Pellissier, USNR, Whitfill, Calif.: Piloting a scout bomber off Guadalcanal, Lieutenant (then Ensign) Pellissier sought out and destroyed assigned hostile antiaircraft positions by bombing and strafing attacks which resulted in loss of life and equipment to the Japanese. He helped make it possible for our forces to occupy the area (7 August 1942).

★ Lt. (jg) Thurmond E. Robertson, USNR, Ninety Six, S. C.: During an attack on a submarine, he maneuvered his patrol plane into position and attacked with depth charges and machine-gun fire. Although covered by antiaircraft fire, he seriously damaged the sub, forced it to the surface and, with the help of another plane, he sent the U-boat to the bottom.

★ Lt. (jg) Ira G. Comegys, USNR, Santa Rosa, Ill.: Attacked a hostile submarine on the surface. After a hard fight, he forced the sub back to the bottom.

★ Lt. (jg) James A. Sowders, USNR, Los Angeles, Calif.: On an anti-U-boat mission, he located and attacked a hostile submarine, forcing it to the surface.

★ Lt. (jg) Theodore H. Stimson, USNR, Ninety Six, S. C.: In the act of surfacing a submarine, he spotted the sub and attacked with depth-charge attacks which resulted in loss of life and equipment to the Japanese. He engaged the enemy with deadly fire, silencing their anti-aircraft fire and strafing planes.

★ Lt. (jg) Robert E. Pellissier, USNR, Whitfill, Calif.: Piloting an observation plane during the occupation of Attu Island, he executed repeated antisubmarine patrols and gunnery spotting mission for both Army and naval gunfire. On one occasion, faced with the possible need of parachuting to safety because of severe damage to his plane, he made a high-speed, cross-wind landing in order to obtain medical treatment for a crew member.
The commanding officer and a chief gunner’s mate of a submarine received the Silver Star Medal from Admiral Chester W. Nimitz, Jr., USN, Commander-in-Chief, Pacific Fleet. Comdr. George H. Wales, USN, (left) of New London, Conn., commanded a sub which sank or damaged many enemy vessels, including a destroyer. James C. Ogden, CGM, USN, Mare Island, Calif., operated the deck gun of his submarine during a night surface engagement and is credited with silencing the gunmount of an enemy ship.

Submariners Decorated by Admiral Nimitz photographs

TED: Don M. USN, of Santa Rosa, Calif.: While carrying out a submarine patrol in company with another plane, he sighted a surfaced submarine and, coordinating his actions with the other plane, delivered accurate depth-charge and strafing attacks just as the U-boat began to submerge. Forced back to the surface, the sub was then destroyed.

★ Lt. (jg) Robert L. Stearns, USNR, Santa Rosa, Calif.: During night action on a submarine patrol, Lieutenant Marcy, as torpedo officer, rendered valuable assistance in sinking a hostile destroyer.

★ Lieut. William L. McRaven, USN, West Los Angeles, Calif.: Under constant threat of attack by enemy submarines and aircraft, Lieutenant McRaven, as aviation officer, assisted in the landing of personnel on an emergency airplane landing strip in the Aleutians, despite an unprotected beach and bad flying weather.

★ Lieut. George H. Roed, USN, New Smyrna Beach, Fla.: As boat officer during rescue operations, Lieutenant Roed boarded a tank barge and directed the rescue of survivors struggling in the heavy surf. He made repeated trips and picked up 30 or 40 survivors, some so exhausted they had to be pulled over the lowered ramp of the barge.

★ Lieut. Thomas B. Stafford, USN, Rutland, Vt.: While serving as officer of the deck in a submarine during two night attacks, Lieutenant Stafford took such skillful action in maneuvering his ship that she was able to approach and attack the enemy without delay.

★ Lieut. Lars Wanggaard, Jr., USN, Sunnyville, Calif.: While serving aboard a destroyer escorting an aircraft carrier which had been torpedoed, Lieutenant Wanggaard, as ship’s boat officer, approached the burning ship to effect rescue of personnel. Despite explosions from the carrier, he dived into the water, saving survivors when they appeared too weak to swim (South Pacific Area, 15 September 1942).

★ Ens. Paul C. Teachey, USN, Newport, R. I.: Helmsman in a submarine during five war patrols, Ensign Teachey maneuvered his ship in numerous engagements with hostile surface units, contributing materially to the damage of enemy craft.

★ Machinist Anthony S. Creider, USN, San Diego, Calif.: Undeterred by the danger of bursting ammunition from a crashed plane, and the possibility of explosion of fuel and depth charges aboard, he entered the blazing plane, made his way through heavy smoke to the pilot’s compartment and turned off the ignition switches.

★ Electrician Duane W. Curry, USN, Kauawa, Wis.: In enemy-controlled waters, he carried out his duties in a submarine war patrol skillfully and efficiently, contributing in large measure to the safety of his ship.

★ Electrician William B. Hamilton, USN, Deerfield, Mo.: Throughout five war patrols and in numerous encounters with hostile craft, Hamilton, serving at the switchboard in the after battery of a submarine, labored tirelessly to maintain his equipment in perfect efficiency.

★ Carpenter Jesse H. Wheless, Jr. (CCE), USNR, Galveston, Tex.: Assisting the officer in charge of building an emergency landing strip in the Aleutians, he facilitated the landing of troops and equipment on an unprotected beach, despite extremely unfavorable weather and the threat of enemy submarine and air attack.

★ William V. Itzin, CWT, USN, San Diego, Calif.: Knowing that his ship, the USS Nicholas, rescuing survivors from a torpedoed cruiser, might be forced to leave him stranded, he jumped into an oil-covered, shark-infested sea to assist survivors who were too weak to hold to the life and life preservers. He continued the rescue work until an enemy attack forced him to return to his ship (6 July 1943, Kolombangara Island).

★ Devereaux Michell, CMM, USN, Louisville, Ky.: Serving at the air manifold in the control room of a submarine during five war patrols, contributed to the success with which his ship damaged enemy shipping.

★ Roy Riekert, CEM, USN, San Diego, Calif.: When damage occurred in his submarine, as senior controllerman he made repairs. His skill and courage contributed in a large measure to the safety of the ship.

★ Edward Arthur Russell, CTM, USN, San Diego, Calif.: Serving as chief...
of the watch in the control room of a submarine throughout five war patrols he skillfully carried out his duties in numerous engagements with hostile surface units and contributed to the success of his vessel in inflicting damage on the enemy.

★ Milton Wilcoxen, CCS, USNR, Havana, Ill.: In numerous engagements with hostile surface units in the North Pacific area, he carried out his duties as a member of the ammunition crew in the face of grave danger, and contributed materially to the damaging of much enemy shipping.

★ Erwin E. Wood, CEM, USN, New Canaan, Conn.: His submarine’s equipment endangered during a war patrol through enemy-infested waters, he skillfully carried out repairs which assured the safety of the ship.

★ Albert E. Kemp, Jr., MM1c, USN, San Diego, Calif.: In the face of great danger as engineer of a motor whaleboat during the rescue of survivors from a lost vessel, he remained at his post and carried out his duties while the boat was maneuvered into heavy seas and among threatening rocks.

★ Frank H. Medley, TMC, USN, Seneca, Ohio: Serving as a lookout in night action in a submarine, and, later in the forward torpedo room, he assisted in the sinking of an enemy destroyer.

★ Tom B. Neill, GM1c, USN, Guion, Tex.: As the uss Sturtevant was going down he was in the after part, cut off from communication from the bridge. Realizing that the order to abandon ship would not be heard, he proceeded to set all depth-charges on “safe”. Since the charges were set for a shallow barrage and his ship was listing in water only 60 feet deep, his action was instrumental in preventing great loss of life to men on rafts and swimming in the vicinity.

★ To two enlisted men: William C. Hartgrove, CM2c, USNR, Austin, Tex.; and Robert H. Folestad, MM1c, USNR, Garland, Tex.; they took part in valorous and effective rescue work during a dive-bombing raid on an advanced naval base in the Solomons. When a landing craft was bombed and set afire, they swam out to the craft, while it was being beached, to rescue a wounded man hanging by a line forward. Returning to the shore, they boarded a lighter riged with a fire pump and brought it out to the burning vessel. Despite the intense heat and suffocating fumes, Folstad remained aboard, fighting to bring the blaze under control, while Hartgrove jettisoned the ammunition from his vessel and assisted in removing two injured men to a small rescue boat.

★ Raymond G. Alexander, MM2c, USN, South Nashville, Tenn.: Although severely wounded by a shell explosion while aboard a destroyer, he refused medical attention and administered first aid to others, continuing his efforts until all had been attended. As a result, he suffered additional shock and had to be removed from his ship on a stretcher.

★ Charles E. Cooper, Cox, USN, Wellington, Ohio: Following an explosion aboard his ship, the uss Ingraham, which collided and sank while in convoy, he landed near a life raft. In spite of the danger, he paddled back to the sinking ship, then on her side, and rescued seven of his comrades.

★ Elmer C. Wolf, Stc, USN, Newark, N. J.: Observing that a man was in danger of drowning or of being crushed between a buoy and a barge, he dived into the water, despite a rough stretch of sea, passed a line about the drowning man’s body and brought him back safely to shore (11 May 1943, Arzwe harbor).

★ Lt. James H. Davies, USN, San Diego, Calif.: First pilot and control officer in a bombing plane during an attack on enemy ships, he ably assisted his commander in locating targets and, with accuracy and determination, released his bombs at less than 1,000 feet, severely damaging two vessels and probably destroying two planes (8 August 1942; Aleutian Islands).

★ Lt. Richard L. Summers, USN, Bellflower, Calif.: Volunteering in services as patrol-plane commander in a night-bombing sortie, he located his objectives, determined the most effective attack procedure and, despite intense antiaircraft opposition, destroyed his bombs with deadly accuracy (18 June 1943, Nauru Island).

★ Lt. (jg) Thomas A. Ruth, USN, Jackson, Minn. (missing in action): Taking part with his fighter division in a mission to intercept a Japanese attack on our shipping, he in spite of the face of overwhelming odds, destroyed a Zero in the face of enemy fighter planes.

★ To four enlisted men: While patrolling in enemy waters, in pressing home a vigorous attack on our shipping, two vessels were damaged and two fighters probably were destroyed (8 August 1942).

★ Lt. Kenneth G. Crusoe, USNR, Lyons, Pa.: Piloting a spotting plane from a heavy cruiser during the bombardment of enemy shore batteries on 560 feet in order to observe the enemy and, strongly protected task forces; and sought out and attacked enemy installations, he accurately destroyed with aircraft fire two planes.

★ Lt. J. W. Anderson, USNR, Bellview, Fla.: During a period of intense activity as commander of patrol plane, he bombed hostile shore installations; sought out and attacked strongly protected target areas; and made a daring daylight rescue of a Marine pilot who had been shot down on an enemy-controlled island.

★ Lt. Kenneth C. Grusoe, USNR, Concord, Mich.: In a dive-bombing attack on enemy installations, he, flying an observation plane, assisted ground troops in the Holtz Bay area of Attu Island. In the face of hostile antiaircraft fire, he held his spotting station to direct the fire of both naval and army forces.

★ Lt. John W. Erhardt, USNR, Wrenham, Mass.: Throughout 16 hazardous night missions in the Solomon Islands as commander of a PBY5A patrol plane, he damaged five enemy landing barges, attempting to land troops reinforcements for the Munda Point area, and, under adverse weather conditions, illuminated by the explosion of an enemy plane, he forced a landing on the beach directly in front of the bow of the ship. He was knocked unconscious by the impact and stayed on the beach until picked up by a rescue party.

★ CPO’s Cited: Three chief petty officers have received the Navy and Marine Corps Medal for outstanding leadership and performance of duty on submarines in the Pacific. From left to right are Ray J. McKenna, CTM, USN, Hardy, Iowa; who received a gold star in lieu of a second medal; J. D. Ellis, CEM, USN, Wynnewood, Okla.; and Walter C. Lange, CEM, USN, Manchester, N. H.
his bombs at an enemy submarine probably destroyed one August 1942.

Summers, USN: Volunteering his services as a submarine commander in the Pacific, he located and sank the most effective Japanese opposition, despite the deadly action of two enemy submarines. A. Ruth, USN: In an attack on enemy shipping, he was shot down and his plane was probably destroyed at 20 April 1942.

DETACHED ENEMY SHIP: Charles E. Loveland, CRM, USN, of Irvington, N. J., received the Navy and Marine Corps Medal for detecting the presence of an attacking escort vessel close aboard his submarine, thereby saving his ship from damage.

forces and, with the help of another pilot, shot down a Jap seaplane. Later, despite vicious opposition fire, he made successive strafing attacks on enemy destroyers at anchor (5 October 1942).

Lieut. David H. Pope, USN, Washington, D. C. (missing in action): Leading his flight of eight fighters as escort covering our bombing attacks on enemy shipping, he pressed home his attack and in disrupting an attempted interception of our forces by Jap planes. Later, he destroyed one plane before his own craft was forced down.

Lieut. Edward K. Prewitt, USN, Concord, N. C.: Two hours after taking off on a convoy flight, as pilot of a patrol plane, Lieutenant Prewitt observed vapor throughout the plane. When gasoline was discovered rising rapidly in the bilges, and an explosion imminent, he effected a perfect full-stall landing on the water 150 miles from land. The leak located, he cleared the plane of gasoline and directed a take-off.

Lieut. George W. Hanthorn, USN, of Superior, Nebr. Volunteering their services in a hazardous night bombing attack on Nauru Island, they dropped all bombs on selected objectives despite the intensity of antiaircraft opposition and numerous other difficulties.

* Lt. (jg) Hubert Smolsnik, piloting a patrol plane, assisted in delivering an aggressive and accurate depth-charge and machine-gun attack which sank the enemy submarine.

* Lt. (jg) William R. Taylor, USN, Huntingdon, W. Va.: Ordered to search for a submarine attacked earlier that day, Lieutenant Taylor proceeded out over the clouds and located the U-boat cruising on the surface at high speed. Making a gliding attack from 4,000 feet into a barrage of antiaircraft fire, he scored a near miss with a depth charge. Then, using a bomb fused to sight an enemy underwater craft on the surface. Although wounded in the leg by vicious antiaircraft fire, he dived down and released his depth-charge attack, which struck the water very close to the sub.

* Lt. (jg) James U. Mitchusson, Jr., USN: during an attack on an enemy submarine, Lieutenant (then Ensign) Smolsnik, piloting a patrol plane, assisted in delivering an aggressive and accurate depth-charge and machine-gun attack which sank the enemy submarine.

* Lt. (jg) Louis F. Reeder, USN, Seattle, Wash.: As command pilot of a naval airship, Lieutenant Roeder discovered that the envelope had lost sufficient helium to make further flight hazardous. Under difficult conditions, he landed his craft with a minimum of damage.

* Lt. (jg) Hubert Smolsnik, USN, Cle Elum, Wash.: During an attack on an enemy submarine, Lieutenant (then Ensign) Smolsnik, piloting a patrol plane, assisted in delivering an aggressive and accurate depth-charge and machine-gun attack which sank the enemy submarine.

* Lt. (jg) Jonathan Oster, USN, Monango, S. Dak.: Approaching over the clouds, Lieutenant Oster swept down out of the sun and attacked an enemy submarine. First strafing it in the face of heavy antiaircraft opposition, he then dropped depth charges. Attacking until he exhausted his ammunition, he dived for home.

* Lt. (jg) James U. Mitchusson, Jr., USN, Goodwell, Okla.: Taking part in 16 dive-bombing missions against heavily defended shore installations and shipping, he scored a direct bomb hit on a Jap destroyer. In other attacks he scored a direct bomb hit on a Jap destroyer. In other attacks he scored a direct bomb hit on a Jap destroyer.

* Lt. (jg) Louis F. Reeder, USN, Seattle, Wash.: As command pilot of a naval airship, Lieutenant Roeder discovered that the envelope had lost sufficient helium to make further flight hazardous. Under difficult conditions, he landed his craft with a minimum of damage.

* Lt. (jg) Hubert Smolsnik, USN, Cle Elum, Wash.: During an attack on an enemy submarine, Lieutenant (then Ensign) Smolsnik, piloting a patrol plane, assisted in delivering an aggressive and accurate depth-charge and machine-gun attack which sank the enemy submarine.

* Lt. (jg) William R. Taylor, USN, Huntingdon, W. Va.: Ordered to search for a submarine attacked earlier that day, Lieutenant Taylor proceeded out over the clouds and located the U-boat cruising on the surface at high speed. Making a gliding attack from 4,000 feet into a barrage of antiaircraft fire, he scored a near miss with a depth charge. Then, using a bomb fused to
detonate on contact, he attacked a second time, causing damage.

* Ena Edgar A. Bevis, USNR, Newton Highland, Mass.: Taking part in eight dive-bombing missions against heavily defended hostile shore installations and shipping, he pressed home his attacks despite severe fighter opposition and seriously damaged enemy ships.

* Earle E. Brown, ACMM, USN, Orland, Calif.: Making three hazardous trips to rescue members of an Army plane forced down on the Greenland ice cap, he rendered invaluable service to his pilot while flying over dangerous terrain in the most rigorous Arctic weather.

* Alfred L. Myles, CAP, USN, Everett, Ark.: In an emergency landing at sea, although nearly overcome by fumes he assisted in getting the plane off the water, and later, in making a safe anchorage.

* Eugene L. Richoz, CAP, USN, New Orleans, La.: As member of a patrol plane crew during the successful attack on an enemy submarine in the Atlantic area, 17 May 1943, Richoz assisted his pilot in delivering an aggressive and accurate depth-charge and machine-gun attack, forcing it to the surface.

* To three radiomen and gunners of a plane during the assault on French Morocco: William T. Jones, ARM1c, USNR, Huntington, W. Va.; George R. Stearns, Ylc, USNR, Frazee, Minn.; and Clyde L. Weber, ARM1c, USNR, Clarkson, W. Va.

They took part in a glide bombing on forces in Casablanca Harbor in the face of heavy anti-aircraft fire, and rendered invaluable assistance during the bombing and sinking of an enemy submarine.

* William L. Maris, Jr., AMMMc, USN, Anacortes, Wash.: As a pilot, he was responsible for the bombing and sinking of an enemy submarine.

* George Palko, Jr., AMMMc, USN, New Orleans, La.: As flight engineer in a Navy patrol plane during the occupation of French Morocco on 11 November 1942, he performed his duties with courage and skill.

* Marc A. Pursell, AMMMc, USN, Pasadena, Calif.: Braving severe Alaskan weather and with a low ceiling forcing his plane to fly through clouds to carry out its attack mission against Jap ships in Kiska harbor, he assisted in determined low-altitude dive-bombing and strafing attacks, although his plane was pierced by shrapnel and antiaircraft fire.

* Alex Sabo, AMMMc, USN, Rita, W. Va.: As flight engineer in a Navy patrol plane during rescue operations on the Greenland ice cap, he rendered invaluable assistance to the pilot during the first successful wheels-up landings and take-offs on snow by a PBY-5A plane. Afterwards, when the starboard engine caught fire and was damaged, he helped extinguish the fire and complete the repairs.

* Charles H. Paske, Jr., AP1c, USN, Medford, Oreg.: When his plane was forced to crash-land on a remote island, during an engagement with eight Zeros, he quickly explored resources, cared for wounded comrades, and continued to administer aid for seven days until their rescue (26 August 1942, Solomon Islands).

* Delmer D. Wiley, ARM2c, USN, Glenwood, Iowa: Seriously wounded when his plane from the USS Enterprise was shot down during an attack on a Japanese cruiser, Wiley succeeded in floating his life raft. After a voyage of 15 days he landed on an island where he joined the survivors of a crashed Army plane. Procuring an outrigger canoe was instrumental in bringing the stranded survivors into friendly waters.

* Edward S. Zdrokowski, ARM2c, USN, East Hampton, Mass.: Braving intense antiaircraft fire, he assisted materially in the severe damage of two enemy vessels and probably the destruction of two fighter planes.

* To John Carter, AMMMc, USN, Floral City, Fla.: and Walter G. Gervis, AOM3c, USN, Windsor Locks, Conn. (both posthumously): As bomber gunners of a plane during the assault on French Morocco on 8 November 1942, they participated in the brilliantly-executed bombing attack on an enemy submarine.

* Nathan V. L. Siebel, AMMMc, USN, Carthage, Texas: As member of a patrol plane crew during the occupation of French Morocco on 11 November 1942, Siebel performed his duties with courage and skill.

Answers to Quiz on Page 57

1. False. Navy Regulations says "may not." "Shall" is used here.

2. The space (approximately a sphere) around a magnetic compass, which should be kept free of all magnetic bodies. The radius of this sphere varies with the type of ship, but is generally not less than two feet. Encroachments may lead to unsatisfactory performance.


4. Fleet tug.

5. A byg sailor's imaginative parade of dance halls and kindred amusements.

6. (d).

7. Cape Horn.

8. (c).

9. No. "Anchor's Aweigh," often referred to as such, was written as a football and rally song and has never been officially recognized as other than that.

10. (a) Russia; (b) Italy; (c) Germany; (d) Russia; (e) New Guinea; (f) New Guinea.

11. An attachment to the mast of a river boat by which the mast can be lowered when the boat is passing under a bridge.

12. Yes. Navy enlisted men serving with Army detachments in areas where such uniforms would be inappropriate are authorized to wear regulation Army uniforms with appropriate naval insignia.

13. A mythical character at the bottom of the sea, similar to Davy Jones.

14. Red, white, and blue stripes. The red, white, and blue stripes in the center are a continuation of the American Defense Service. On the outer edges the black and white stripes represent the German colors (Atlantic), and the red and white stripes the Japanese colors (Pacific).

15. "Free balloons" have no power and their fire is not controlled. "Dirigible balloons" are powered and steerable.

16. (e).

17. False.

18. Air marshal.

19. (d) [Estimated].

20. (a).
Enlisted Jumpers
To Be Shortened

The Navy last month decided to eliminate the traditional "blouse" from enlisted men's blue jumpers. This will be done in a manufacturing dress that six inches shorter, undress four inches shorter and eliminating the draw string.

Until such time as U. S. Navy Uniform Regulations are amended, the change will not affect jumpers now worn or now in stock. It is expected that new regulations will provide that jumpers "will fully cover the top of the trousers," as at present.

A two and one-half inch hem on the new jumper will provide material for lengthening, if necessary.

The change in design was approved following a suggestion by an enlisted man on duty in the BuSandA Clothing Division—B. F. Sanders, Jr., SKCE, USNR, of Cartagena, Tenn.

The Naval Clothing Depot, Brooklyn, N. Y., which has cognizance over uniform manufacture, has estimated the annual saving at over $2,000,000 ($1,593,600, wool melton; $706,000 wool flannel, and $64,000, braid).

Ten Days Allowed
In Detaching Officers

Orders to officers which read: "When directed by your commanding officer, you will regard yourself detached ..." should ordinarily be endorsed to detach the officer within 10 days after the arrival of the orders, unless special circumstances indicate otherwise. (Details in N. D. Bul. 1943, semi-monthly), of 15 December 1943, R-1694.)

Eligibility Changed
For Class V-7

New regulations governing the eligibility of enlisted men for enlistment or transfer to Class V-7, USNR, for reserve midshipman training, have been issued by BuPers. They cancel existing regulations.
Men now are eligible for consideration for this training if they:

(1) Are citizens of the United States at least 20 years of age and less than 30; (2) are recommended by their commanding officers as possessing outstanding leadership and officerlike qualities; (3) meet the physical requirements for appointment as ensign, D-V(G), USNR; (4) have completed successfully eight semesters in an accredited university or college, or have completed successfully six semesters of work toward a degree and have been on active duty four months, or have completed successfully four semesters and have been on active duty eight months; (5) have completed two one-semester courses of mathematics while in college, or, in lieu thereof, have their commanding officer's recommendation include a statement that the candidate has been judged qualified in mathematics and is considered to have sufficient mathematical aptitude to complete reserve midshipman training satisfactorily.

Applicants who do not meet the physical requirements for ensign, D-V(G), USNR, but who meet the age requirements, have their commanding officers' recommendation, and have successfully completed eight semesters in college may submit their application for reserve midshipman training provided their major in college was mathematics or, in lieu thereof, have their commanding officer's recommendation in which the candidate has been judged qualified in mathematics and is considered to have sufficient mathematical aptitude to complete reserve midshipman training satisfactorily.

Selected candidates will be ordered to a Naval Reserve midshipman's school, where they will be transferred to, or enlisted in, the rating of apprentice seaman, Class V-7, and given an academic review course. At the end of the review period, tests will be given to ascertain whether the candidates have adequate educational background to undertake the reserve midshipman course. Candidates found deficient either educationally or in officerlike qualities will be returned to general background with office recommendation that the candidate be returned to general background with office recommendation. Successful candidates will be appointed reserve midshipmen (temporary), and the reserve midshipman course leading to appointment as ensign in the Naval Reserve. Candidates who, as midshipmen (temporary), fail to qualify for appointment as ensigns, will have their appointments revoked and will revert to enlisted status. (Details in N. D. Bul. [semi-monthly], of November 1943, R-1645.)

CPO Clothing Allowance Explained

Because many questions apparently have arisen within the naval service regarding cash clothing allowances for chief petty officers, the following has been prepared by BuSandA:

There was no authority for the payment of a cash clothing allowance to enlisted men, including chief petty officers of the Navy or Naval Reserve, prior to promulgation of Executive Order 9226, 19 August 1942, which was effective 1 July 1942.

There is no provision of law or regulation authorizing the payment of a cash clothing allowance prior to that date.

Chief petty officers of the Navy, upon first enlistment or upon re-enlistment subsequent to the expiration of three months from date of last discharge, and chief petty officers of the Naval Reserve upon first reporting for active duty or upon recall to active duty subsequent to the expiration of eight months from date of last re-enlistment therefrom, are entitled to cash clothing allowance of $300 providing such enlistment or reporting for active duty was on or after 1 June 1942.

Enlisted men (except band members) upon advancement in rating to chief petty officer on or after 1 June 1942, and subsequent to 30 days from date of enlistment or reporting for active duty are entitled to a cash clothing allowance of $250.

Chief petty officers (and other enlisted men) of the Naval Reserve upon reporting for active duty prior to 1 June 1942 were entitled to a clothing outfit in value equal to a full bag with a deduction for the value of clothing previously issued.

In accordance with the provisions of Executive Order 9226, chief petty officers on active duty on 30 June 1942, if not furnished a clothing outfit during the fiscal year 1942 and not entitled to a cash clothing allowance in June 1942, were entitled to quarterly cash maintenance allowance at the rate of $18.75 on and subsequent to 1 July 1942.

In the case of a chief petty officer who was furnished a clothing outfit during the fiscal year 1942 or a cash clothing allowance in June 1942, quarterly cash maintenance allowance at the rate of $18.75 accrues on and subsequent to the first day of the quarter following the first anniversary of the date on which last entitled to a clothing outfit or cash clothing allowance.

(Details in Appendix A, BuSandA Manual and Article 2145-4 BuSandA Memo.)

Chief petty officers and petty officers, first class, on first temporary appointment to warrant or commissioned rank in the regular Navy or Naval Reserve are entitled to a $250 uniform gratuity. It should be noted that an enlisted man who is temporarily appointed to warrant or commissioned rank on a date prior to date of advancement to chief petty officer is entitled to uniform gratuity but is not entitled to $250 cash clothing allowance upon advancement to chief petty officer even though notification of appointment to warrant or commissioned rank is not received until after advancement to chief petty officer (details in article 2142-6, BuSandA memo).
Enlisted men appointed to permanent warrant or commissioned rank in the Naval Reserve, however, do not come under the provisions cited above but are considered in the same category with officers who are appointed from civil life and receive uniform gratuity upon first reporting for active duty in accordance with provisions of article 2140-10(e), BuSandA Manual. (This gratuity is made in two payments of $150 and $100, respectively.)

Qualifications Published
For Specialist (I), (T)
Qualifications for Specialist (I), (punched card accounting machine operator), and Specialist (T), (Link trainer instructor), have been approved. They appear in the Navy Department Bulletin (semi-monthly) of 30 November 1943, R-1640 and R-1642.

Gift Cigarette Sales Prohibited
Commanding officers have been directed by BuPers to take appropriate steps to prevent the unauthorized sale of gift cigarettes to naval personnel.

The most common occurrence of unauthorized sale is reported as taking place through exchange, at ship’s service stores, of gift cigarettes of one brand for stocked cigarettes of another brand, with subsequent sale of the gifted cigarettes in the regular course of business.

(Details in N. D. Bul. [semi-monthly], of 30 November 1943, R-1644.)

Technical Storekeeper Rating Announced
Storekeeper T, (SKT), signifying technical storekeeper, has been added as a new subdivision of the storekeeper’s rating in keeping with the recent comprehensive revision of the entire enlisted rating structure. (INFORMATION BULLETIN, November 1943, p. 72.) The new subdivision applies to pay grades 1 through 4.

The definition of Specialist (Q) was changed from “Communication Specialist” to “Communication Specialist”. (Details in N. D. Bul. [semi-monthly], of 30 November 1943, R-1650.)

Correspondence Authorized To Local Draft Boards
The following types of correspondence between naval personnel and selective service local boards may be sent direct to the board concerned and need not be sent via the state headquarters for the State in which the local board is situated. (INFORMATION BULLETIN, December 1943, p. 66):

1. Forms which are required by the Selective Service System to be submitted direct to local boards;
2. Correspondence between officers of Naval Officer Procurement and local boards, concerning clearance of applicants for commission, as covered by joint agreement of the Secretary of the Navy and the Secretary of War dated June 1943;
3. Notices of enlistment of registrants forwarded to local boards by recruiting agencies;
4. Notices of separation or discharge of naval personnel forwarded to local boards by discharging authorities, and
5. Requests to receive information concerning facts within the knowledge of the person replying. (Details in N. D. Bul. [semi-monthly], of 30 November 1943, R-1655.)

Service Requirements for Longevity Pay
Certain prior service in the armed forces of the United States may be credited for longevity pay for men now on active duty in the Navy.

Statements of service can be obtained by making official requests to BuPers. Requests should include information as to when and where prior service occurred. BuPers will forward statements of service to commanding officers for pay purposes.

Commissioned officers may execute their own certificates of service, subject to later checking by BuPers. (See Article 2142-2 BuSandA Memo.)

The following service may be credited as indicated:

For Commissioned Officers (Except Commissioned Warrants)
All service, active and inactive, while in commissioned, warrant or enlisted status, or while on the retired list, applies.

Navy, Naval Reserve Force, National Naval Volunteers and Naval Militia.

Army, Regular Army Reserve, organized militia prior to 1 July 1916, Active National Guard, National Guard Reserve, National Guard of the United States, Enlisted Reserve Corps, Officer Reserve Corps, Philippine Scouts and Philippine Constabulary.

Marine Corps, Marine Corps Reserve, Marine Corps Reserve Force, Coast Guard and Coast Guard Reserve.

Coast and Geodetic Survey.

Public Health Service and Reserve Corps of the Public Health Service.

For Warrant Officers and Enlisted Men
Active federal service in the Army, Navy, Marine Corps, Coast Guard and, as commissioned officers only, in the Coast and Geodetic Survey and Public Health Service, and in the reserve components of such services.

Active and inactive in the following:

Active National Guard of the several states, territories and the District of Columbia.

Navy Reserve and Naval Reserve Force.

Marine Corps Reserve and Marine Corps Reserve Force.

Coast Guard Reserve.

In addition, enlisted men (but not warrant officers) may count active or inactive service in the Enlisted Reserve Corps of the Army.

(Details may be found in Public Law 637 approved 15 June 1942 as amended by Public Law 785 approved 2 December 1942; Articles 2142-2, 2142-3, 2142-4 and 2144-2, BuSandA Manual.)
The rail carriers of the United States advise that considerable difficulty is being experienced in transportation of personnel traveling on leave due to failure of the personnel to purchase tickets prior to boarding trains. The carriers urge that every effort be made by personnel to purchase their tickets before boarding trains in order to avoid confusion and delay in the payment of cash fares after boarding trains. The carriers also point out that in some cases a saving will be involved by purchasing tickets prior to boarding train.

BuPers has also been informed by the carriers that considerable difficulty is being experienced because some naval personnel obtain Red Cap service at rail terminals to handle their baggage between trains and the terminals without paying for such service. The impression is thus created that payment for such service will be made by the government.

Personnel desiring Red Cap service to handle their baggage on and off trains must pay for the service at the rail terminals without paying for such service. Overhead savings will be involoved by purchasing tickets prior to boarding train.

BuPers also urges that personnel desire Red Cap service to purchase their tickets before boarding trains.

ALNAV LISTING

The following Alnavs were issued in the period 20 November 1943 to 20 December 1943:

No. 188—Regarding establishment of universal Navy expeditionary force messages.
No. 189—Regarding expeditionary force Christmas message privileges.
No. 190—Regarding issuance of War Ration Book No. 3.
No. 191—Requesting recommendations of aviation pilots, first and second pay grades, for temporary appointment to commissioned rank (Refer BuPers Circlet 152-43).
No. 192—Requesting additional applications for one-year course in applied communications (as requested in BuPers dispatch 281924 of August).
No. 193—Regarding Navy Mutual Aid Association’s reduction of extra war risk rate, effective January 1944.
No. 194—Regarding requirements for NavMed Form 4 and forwarding of.
No. 195—Regarding requests for communication officer replacements.
No. 196—December 7 War Bond sales totaled $22,232,518.
No. 197—Regarding ration allowances for vessels and shore activities rendering quarterly ration records (BuSanA Form 45).
No. 198—Requesting additional applications for one-year course in aeronautical engineering convening 6 March 1944 (Refer BuPers Circlet 189-43).

3 More Magazines

Issue Overseas Editions

Special overseas editions of Flying, Popular Photography and Radio News magazines, printed on lightweight paper, were announced as available for officers and enlisted personnel afloat and overseas, beginning with the January issue.

As in the cases of other overseas editions (Information Bulletin, September 1943, p. 74; November 1943, p. 78), these three magazines contain generally the same editorial matter as editions distributed within the United States, but carry no advertising.

Seabees In Seaman Branch Wear Rating Badge on Right Sleeve

BuPers has directed that all petty officers of the seaman branch in Construction Battalions shall wear their rating badges on the right sleeve and that all petty officers of other branches in the Seabees shall wear their rating badges on the left sleeve. Previous instructions provided that rated men should wear rating badges on their left sleeves. The distinguishing mark “C. B.” will continue to be worn on the left sleeve, halfway between the elbow and the wrist. (Details in N. D. Bul. [semi-monthly], of 15 December 1943, R-1699.)

WR Officer Applicants Given Rank Commitment

Officer applicants for the Women’s Reserve may now be informed, at the time of enlistment, of the rank in which the applicant will be commissioned upon successful completion of indoctrinal training. The same applies, in some cases, to assignments to special types of duty, such as Supply Corps, Hospital Corps, aeronautical, air navigation instruction, radio electronics.

Under new regulations, issued in the procurement directive of 25 November 1943, these commitments, similar to those made to men officers, will be based on the age and civilian experience of the applicant.

Sporting News Withdraws Free Subscription Offer

The publishers of The Sporting News have advised BuPers that additional free subscriptions to The Sporting News, as announced in the Information Bulletin, March 1942 and March 1943, are no longer available, because of paper priorities and other considerations entered. In mandating of the publications funds or by the appropriation, the service edit the regular subscription qualifications for subscription.

Qualifications For Special (shore personnel)

Qualifications for Special (shore personnel) publications, printed on lightweight paper, were announced as available for officers and enlisted personnel afloat and overseas, beginning with the January issue.

As in the cases of other overseas editions (Information Bulletin, September 1943, p. 74; November 1943, p. 78), these three magazines contain generally the same editorial matter as editions distributed within the United States, but carry no advertising.

Anchors aweigh, my lad, anchors aweigh!!
Training Courses

The Bureau of Naval Personnel receives many letters direct from enlisted personnel requesting Navy training courses, and the Superintendent of Documents forwards to this Bureau for reply all requests he receives from Navy Personnel for these courses. It is suggested that Commanding Officers inform all personnel as to the proper procedure for obtaining Navy training courses, as outlined in “Instructions for Enlisted Personnel”, and also advise personnel of the publication of Navy Regulations, Article 100. In reply to all such requests, a form letter and a copy of “Instructions for Enlisted Training” are forwarded together with the original letter to the Commanding Officer of the activity where the enlisted man or woman is on duty. Official requests received from Commanding Officers for nonexistent courses are also answered by a form letter or memorandum. The latter is returned with the receipt copy of Navpers 676 in order for the request to be canceled. To minimize delayed and misdirected shipments of enlisted training courses, all units requesting the publications are asked to furnish a complete delivery address. When only an officer's signature appears on Navpers 676, it is necessary to locate his duty station and instruct the material is to be sent to that activity. Requests are frequently received which lack both an address and signature; it is impossible to prepare a reply to these requisitions. To expedite delivery of training material, and reduce the number of separate shipments to a given activity, it is suggested that large orders be submitted approximately once a month, whenever feasible, instead of frequent small orders.

Inasmuch as Navy Training Schools frequently lose enlisted training manuals for study, and may or may not use the progress test and examination books, it is suggested that all requests from Navy Training Schools specify the number of each type of book they require. The usual procedure is to supply three times as many progress tests and examinations as courses in order that the course book may be used consecutively by at least three persons.

The following information is furnished on course material now being distributed by the Bureau of Naval Personnel:

- Artificer's Manual and Apprentice Seaman Course and progress test and examination books are to be destroyed when their present use has been completed or upon request. Since these books have been replaced by the new course, "General Training Course for Nonrated Men." Signalman 3c course and progress test and examination material have been revised to bring the contents in line with present communications procedure, and all requests are now being filled with copies of this new edition. The new Enlisted Training Courses and progress test and examination for Stewards and Cooks has automatically been substituted for the older edition of Officers' Cooks and Stewards. Parachute Rigger 3c and 2c Training Course is available. However, there is no accompanying progress test and examination booklet in preparation at the present. The new training course and progress test and examination is the Artificer’s Manual and Apprentice Seaman Course and progress test and examination books are now available for distribution.

The Artificer’s Manual is obsolete and no longer available. Until the enlisted training courses for the artificer’s ratings now in preparation are published, a partial substitute, "The Shipfitter’s Manual" by A. Crivelli, Pitman Publishing Co., is being stocked at enlisted training course distribution points and copies are obtainable in limited amounts upon request.

Enlisted training course material is available from:
(a) Bureau of Naval Personnel, 11th Naval District, San Diego, California.
(b) The Educational Officer, 11th Naval District, San Diego, California.
(c) The Educational Officer, 14th Naval District, Pearl Harbor, T. H.

Instructions for Enlisted Training, 1944 edition, should be ready about 1 February 1944, at which time it will be mailed to all ships and stations together with the order forms Navpers 676, revised October 1943. The 1944 edition will contain a complete list of courses now available, and those new courses now in various stages of preparation. Additional copies will be furnished upon request.
INDEX FOR JANUARY 1944

Absente voting, rules for ........................................ 67
Agriculture in 1943 .......................................................... 42
Allowance, clothing, CPO ...................................................... 68
Alman listing ................................................................. 70
Armed Guard, picture story on ............................................ 34
Arts in 1943 ............................................................... 42
Bibliography of naval subjects ........................................... 51
Books, Navy bibliography .................................................. 31
BuPers INFORMATION BULLETIN, distribution of .............. 71
Cairo conference, statement ................................................ 32
Casualty figures to 20 Dec .................................................. 67
Chapel built by Negro Seabees ............................................. 40
Champions, sports, 1943 .................................................... 128
Comparative ranks, rates of U.S. Armed services ................. 36
Correspondence to local draft boards ................................... 69
CPO clothing allowance .................................................... 68
Demobilization, BuPers begins planning ......................... 28
Detaching time allowed ................................................... 67
Dismemberment of Japan ................................................... 32
Distribution (home) of Naval personnel by state ................. 3
Draft Boards, correspondence to ........................................ 69
Eligibility for V-7 changed ................................................ 67
Enlisted Jumpers shortened .............................................. 69
Finance, Industry in 1943 ................................................... 42
General elections by states in 1944 .................................... 67
Gift cigarette sales .......................................................... 69
Gilbert Islands, invasion of ............................................... 9
Guadalcanal proves value of physical fitness ...................... 49
Hussey, Rear Admiral George F., becomes Chief of BuOrd ....... 39
Holcomb, Lt. Gen. Thomas, retires as Marine Commandant .... 41
Home front developments, 1943 ........................................ 43
Home front forecast for 1944 ............................................ 43
Home states of naval personnel, map ................................ 3
Japanese conquests, map .................................................. 32
Jumers, Enlisted, shortened .............................................. 67
Labor in 1943 ............................................................ 48
Life insurance, National Service ........................................ 26
Longevity pay, service requirements for ...................... 69
LIST shoots down 7 Jap planes .......................................... 8
Magazines, Overseas editions (Flying, Popular Photography, Radio News) ................................................. 70
Malay, word and phrase list ............................................. 53
Marine Corps' command changes ....................................... 41
Marx breaks records .................................................... 28
Naval Service Life Insurance ............................................. 44
Naval books, bibliography ................................................ 51
Officers, detaching time allowed ....................................... 67
Popup avoid, getting away from ship ................................. 32
Pay, longevity, service requirements for ............................ 93
Phrase list, Malay .......................................................... 53
Physical fitness, value of ................................................ 49
Postcard for absentee voting ............................................. 67
Precautions, cold weather ................................................ 29
Primary elections by states in 1944 ................................. 67
Private Insurance ........................................................ 37
Proper salute, how to tell ................................................ 17
Qualifications: Specialist ................................................. 59
Specialist (1) ............................................................... 69
Specialist (2) ............................................................... 71
Specialist (T) qualifications ............................................... 69
Ranks, rates of U.S. armed services ................................. 18
Rates, ranks of U.S. armed services ................................. 18
Rating badges, Seabee seamen .......................................... 70
Requirements, Service, for longevity pay ............................ 69
Saluting, history, rules .................................................... 16
Tarawa, picture story of battle .......................................... 13
Tehran conference, statement ........................................... 33
Tables of premiums ....................................................... 37
Tables of premiums ....................................................... 37
Tickets, train, purchase of ............................................... 70
Train tickets, purchase of ............................................... 70
Training courses, rules on ............................................... 71
U-Boat Fights Back ...................................................... 28
V-7 Eligibility changed .................................................. 67
Vandegrift, Lt. Gen. A. A., becomes Marine commandant ..... 41
Voting, how and when .................................................... 67
Women's Reserve officers, commitments of rank to ...... 70
Word list, Malay .......................................................... 53

THE INFORMATION BULLETIN IS FOR ALL HANDS
PASS THIS COPY ALONG AFTER YOU HAVE READ IT
TUT, TUT, think nothing of it!

it doesn't hurt anyone but you, your family, your buddies, your Navy and your country.*

*and what's that compared with those few extra hours of liberty?