BATTLESHIP-CARRIER TEAM
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PASS THIS COPY ALONG AFTER YOU HAVE READ IT
NAVY ATTACKS TRUK

Bags 19 Jap Ships and 201 Planes in “Partial Payment” on Pearl Harbor; Eniwetok Taken

In one of the boldest and most sensational operations of the Pacific war, powerful carrier task forces of the Navy attacked Japan’s great secret naval base at Truk at dawn Wednesday, 16 February (West Longitude date).

The history-making two-day attack cost the Japs 19 ships definitely sunk, seven more probably sunk, 201 planes destroyed in air combat and on the ground, and 60 more planes damaged.

“The Pacific Fleet,” reported Commander-in-Chief Admiral Chester W. Nimitz, USN, “has returned at Truk the visit paid by the Japanese Fleet on December 7, 1941, and effected a partial settlement of the debt.”

Admiral Nimitz listed the following Japanese ships as sunk: two light cruisers, three destroyers, one ammunition ship, one seaplane tender, two oilers, two gunboats, eight cargo ships.

Listed as hit and probably sunk were: one cruiser or large destroyer, two oilers and four cargo ships. The total American losses were 17 planes and moderate damage to one ship. (For full text of communiqué, see page 46).

On the second day of the attack, U.S. assault troops more than 700 miles away invaded Eniwetok Atoll, westernmost of the Marshall Islands. Its capture meant giving the U.S. a base almost 300 miles nearer to Truk than that of Kwajalein.

Infantry and marine troops landed on Eniwetok Island, captured the western half, seized Engebi Island with its airfield, and soon held most of the atoll.

The attack on Truk came with stunning swiftness, only two weeks after the successful invasion of the Marshalls and the reduction of Kwajalein, at a cost of 8,122 Japs killed (see page 5). Only three months had elapsed since the march to Tokyo had taken on new and grim speed with the move into the Gilberts and the taking of Tarawa (INFORMATION BULLETIN, Jan. 1944).

Now, in hitting at the very heart of Japan’s Pacific empire, the slashing attack on Truk, coupled with the invasion of Eniwetok, demonstrated vividly the tremendous power at the disposal of...
our forces in the East and the overwhelming concentration of warships and planes that could be thrown at the enemy.

First word of the new move came in a terse communiqué from Admiral Nimitz. “At daylight yesterday morning, February 16, West Longitude time, powerful task forces of the United States Pacific Fleet commenced an attack on the Japanese naval base at Truk with several hundred of our planes participating. No further details are available.”

Commander of the forces attacking Truk was Admiral Raymond A. Spruance, USN, who was also in charge of operations against the Gilbert and Marshall Islands. Carrier air attack was directed by Rear Admiral Marc A. Mitscher, USN, former commanding officer of the Hornet, from which Maj. Gen. James H. Doolittle’s bombers took off for Tokyo in April 1942.

The assault on Eniwetok was under the command of Rear Admiral Richmond K. Turner, USN, with Rear Admiral H. W. Hill, USN, in charge of the amphibious forces. Admiral Turner directed the Navy amphibious forces in the campaign against the Gilberts and Kwajalein.

The attack on Truk followed a daring photographic raid carried out on 4 February by Marine aviators. Flying two giant Liberator bombers, Marine Corps photographic reconnaissance units scouted the secret Jap base, stayed over their target 20 minutes despite intense antiaircraft fire, avoided interception by Zeros and brought back pictures of the harbor and its installations, including Jap ships there.

Counting these through a break in the clouds, one marine spotted 25 ships at one anchorage and said, “It looked as if the whole Jap fleet was down there.” Although neither plane carried a bomb load, the crews each tossed a three-pound fragmentation bomb over the side, as a sample of what was to come twelve days later.

Most legendary of all Japan’s bastions in the Pacific, the heavily fortified Truk is the key to defense of the mandated Caroline Islands, and a center of Japanese power in the Pacific. It is 1,316 miles from Tarawa in the Gilbert Islands, which gives some idea of how far American striking power has ranged in three short months in the Pacific. It is 947 miles west of Kwajalein Island, which fell two weeks before, and 883 miles from Ponape, another prominent Jap base which was hit by Army Liberator bombers a few days before the attack on Truk.

Coming two years and two months after Pearl Harbor, the blow at Japan’s own “Pearl Harbor” cast ominous shadows for the Japs of things to come. The Tokyo radio, which first ignored the affair, took to the air to warn the Japanese people of “fierce fighting” and to tell them it was all part of a plan whose ultimate aim was an assault on Tokyo.

“Now that we’ve started,” he said, “we aren’t going to stop.”
ANOTHER STEP TOWARD TOKYO

Gigantic Fleet Blasts Path for Conquest of World's Biggest Atoll

Take an area about the size of Brooklyn, break it up into small pieces, and scatter the pieces over an area about the size of Texas. There, in effect, you have the hundreds of crooked coral islands called the Marshalls. Sprawled in the mid-Pacific, they form the diffused target upon which the Navy last month turned loose its mightiest onslaught of the war and seized as stepping stones to Tokyo.

"The largest fleet the world has ever seen" closed upon the Marshalls with overpowering strength. The Japs had held the islands since 1914. Their defenses had been planned and installed with complete secrecy. It was logical to assume that these island bastions might withstand a siege of weeks. And that their conquest, while vitally necessary, might take a heavy toll of men and ships.

For two months the principal atolls had been smashed and softened from the air. For weeks before the actual assault, swarms of carrier based planes slashed and tore at the island defenses. Days before the landings, guns of the vast armada joined in the shelling.

The targets tumbled like tenpins. Their defenders were first outwitted and then overpowered. Kwajalein—largest of the Marshalls atolls, in fact the largest in the world—was ours in a week. We didn't lose a ship.

The cost to us: 286 dead, 1,148 injured, 82 missing; for the Japs: 8,122 dead, 264 captured. The prize: the largest in the world—was ours in a week. We didn't lose a ship.

The two chains of islands, about 700 miles long and 100 miles apart, rise at their highest point only 33 feet above sea level. Although they number in hundreds, most are so small that the Marshalls total only 160 square miles of land in 70,000 square miles of ocean.

The invasion of Kwajalein came in the form of a tremendous two-pronged attack from north and south (see map on opposite page). Carriers, the largest and newest battleships, cruisers, destroyers, transport ships, cargo vessels, tankers and all the new amphibious machines and weapons which were conceived and designed for just such an assignment, converged for the assault.

How many of each, or how many in all, still has not been revealed. But the Navy allowed observers to place the total tonnage at least 2,000,000. Never in history had a fleet reached such proportions. More ships attacked the Marshalls than made up the entire Navy at the time of Pearl Harbor.

Two days before the 4th Marine Division and troops of the 7th Infantry Division clambered over the sides of the transports for the actual invasion, the pounding of the islands was stepped up to unprecedented volume. In 53 hours preceding the main landings, 5,000 tons of shells and 200 tons of bombs fell on Roi and Namur alone.

A total of 15,000 tons of bombs and shells had smashed Kwajalein, Roi and Namur by the time the landings were actually accomplished.

A coral atoll is by all odds the most difficult objective to attack by amphibious operation. It offers no cover. There is little soil into which landing forces can be swept with withering fire. The first assault waves must be concentrated on one small strip, just above the water line, and even to reach their precarious foothold must first navigate dangerous reef formations and exposed approaches.

Shelling and bombing on an incredible scale were the answers to these problems. For hours, the explosions sounded almost like a symphony of giant kettledrums. Japanese artillery was blasted out of existence. The air-
fields were turned into rubble. Gun en-
placements, underground shelters, log-
and-concrete pillboxes—all were pul-
verized by the barrage.

When the landing forces swept
ashore, they encountered stiff resis-
tance at some points. But, indicatively,
it was limited to small-arms fire. Not
one enemy plane or big gun spoke in
the defense.

Added to incredibly lethal power of
the bombardment was the element of
tactical surprise. The Japanese may
well have expected us to attack from
the south or east, on the outer fringes
of the Marshalls. The blows struck at
the most important base, well in the
center of the atolls, apparently came
as a complete surprise. And victory at
the center virtually neutralized the
enemy strongholds on the fringe. They
could be left to wither on the vine, or
could be subjected to individual assa-
ults or sieges.

The islands flanking Roi and Namur
were captured 31 January as, close in-
shore, the great fleet continued to
 pound the main targets. Landings on
Namur had been scheduled for 1100 1
February. Ten minutes before this
time, great clouds of smoke hid the
islands and a heavy rain was falling.
Despite these handicaps, the landings
were made exactly on schedule.

The marines hit Roi beach at 1157
and poured out of the varied landing
craft. They drew light machine-gun
fire and rifle opposition from the
smashed and shattered pillboxes. Snip-
ing was at a minimum. On all of Roi,
only six palm trees remained standing
and stillbearing fronds.

The going was tougher on Namur.
Marines crossed over from Roi in the
afternoon and, later another landing
was made on Namur on the ocean side.
There was a pocket of stiff resis-
tance and isolated machine-gun positions and
snipers’ nests. The marines advanced
behind air bombing, strafing and coor-
dinated field artillery support from
adjacent islands. Assault engineers
with flame throwers and demolition de-
vices cleaned out the pillboxes.

The Japanese destroyed their own
ammunition dumps and there were the
usual instances of mass and individual
suicide by grenades and rifles. By
1300, 2 February, Namur was secured.
The rest of the islands, big and small,
grew down like dominoes. By 6 Feb-
ruary, the Navy announced that all re-
sistance on Kwajalein and its adjacent
atolls had ended.

Ten days later a similar operation
was underway against Eniwetok, still
farther west (story on page 2).

Kwajalein pointed up and under-
lined the strength and striking power
of our new Pacific Fleet. Two years
and two months after the Pearl Harbor
disaster, major units of the U. S. fleet
were boldly moored in the 66-mile
Kwajalein lagoon, only 375 miles from
Meet the Marshalls . . . .

Although there are thousands of Americans there now, it isn't likely that the Marshall Islands will ever replace Florida or Sun Valley as a popular vacation resort. Here's a brief Cook's tour of the Marshall:

The natives think that beauty means expanding the earlobes with wooden discs. Until discouraged, their favorite sport was a game called "murder the mariner."

The Marshalls form an archipelago which coral polyps (tentacles) built out of the sea. The islands are named after an Englishman, Captain Marshall, who put ashore there in 1788. However, they were not noted 50 years previously by the Spanish navigator, Alvara de Saavedra. Saavedra thought they were just plain dull.

The natives are mostly Kanakas. They're dark-brown, straight-haired folk that you read about in South Sea novels. What they can't do with an outrigger canoe isn't worth mentioning.

The biggest islands are so low—33 feet above sea level is the high point—that waves sometimes wash right over them during storms. Since there isn't much to be washed away, this is no great hardship.

Most well-to-do Kanakas have gold fillings or even gold teeth. From studying the Japs, they got the idea that gold molars are the badge of the socially prominent.

There are no mosquitoes on the islands and the climate, while moist, is temperate. The lack of mosquitoes is offset by an abundance of beetles and rats.

Plenty of coconut palms, yams, bananas and breadfruit grow here—or did before the Navy started sending in metal messages which wore down the trees. Since there are no mosquitoes, the rats have no fear of mosquitoes to protect them. The Spaniards were furious when the Germans took over the islands in 1885. The Germans weren't exactly happy about things when the Japs moved in during 1914. Nobody bothered to ask the Japs what they thought when they moved out last month.

If you had a barrel of mollusk shells you'd be a rich man out there. Gifts are considered revocable. Anytime there's a difference of opinion everybody takes back his presents.

Since 1874, the native population of the Marshalls has remained around 10,000—probably because, if you're a native of one Marshall atoll, there isn't any place to go except another Marshall atoll.

Wooden beaters are used in washing clothes. This is pretty ruinous to the clothes, so very little washing is done. Consequently, imported perfumes are much in demand.

In the past men tattooed themselves on back and chest, women on their arms and shoulders. The method was to dip a comb in pigment and then hammer the points into the flesh with a wooden mallet. It hurt the Japanese even to watch this operation, so they outlawed the art.

If you want to marry a girl, you send an intermediary to her family's intermediary. If there are no objections her family will talk things over with yours. Then you're married and move in with her family.

There are no animals native to the Marshalls, although there is a breed of native dog in the Carolines which is not only the native's best friend but also one of his favorite meals.

There are all sorts of religious, Japanese and civil laws against drinking alcoholic beverages. As a matter of fact, there isn't anything much to drink except rainwater. The principal foods, aside from fish, are arrowroot, breadfruit, coconuts, pandanus, taro and bananas. Breadfruit is like squash, taro like potatoes, pandanus a sort of kernel fruit.

It's exceedingly bad manners to stand above or pass behind a superior. Only a native goon would enter anybody's house by the back door. If you touched a native's head or did before the Navy started sending in metal messages which wore down the trees. Since there are no mosquitoes, the rats have no fear of mosquitoes to protect them. The Spaniards were furious when the Germans took over the islands in 1885. The Germans weren't exactly happy about things when the Japs moved in during 1914. Nobody bothered to ask the Japs what they thought when they moved out last month.

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It's exceedingly bad manners to stand above or pass behind a superior. Only a native goon would enter anybody's house by the back door. If you touched a native's head or tried to give one a friendly kiss, he'd be aghast at your ignorance.

The title to land and most wealth is handed down through a matriarchy. The chiefs of the clans, nominal rulers, own only what they can actually move.

One of the principal sports, among the young bucks, is wrestling, or grappling. It is engaged in at night and the winner ties the loser hand and foot. In the morning everybody laughs at the trussed-up loser.

Madeline Handley, adopted daughter of an Australian trading fleet pilot, is believed the only white woman married to a native in the Marshalls.

The fish dinners there are something. You eat them in the moonlight out over the starlit waters.

The nearest thing to a native hat is a straw mat folded and held like an umbrella when it rains. There is nothing that resembles shoes.

When the natives get wet they don't change their clothes. They probably has a reason but nobody has discovered it.

On the death of a chief, his wives are taken by a brother or relative.
KWAJALEIN: Japanese Bastion, Softened by Bombs and Shells, Falls Quickly Under Surprise Amphibious Attack

Navy bomber helps frame this view of Kwajalein as bombs burst among Jap vessels in pre-invasion raid.

Marine invaders of Namur occupy a captured trench. Machine gunners relax as the fighting draws to a close.
Signal unit rushes gear ashore from landing craft.

Splintered palms serve the invaders as telephone poles.

This was the enemy: Soldier at center killed himself with his own rifle by depressing trigger with his toe.
The March of Death

The factual and official story of how the Japanese tortured, starved to death and sometimes wantonly murdered American and Filipino soldiers who had been taken prisoner on Bataan and Corregidor has been jointly released by the Army and Navy.

The facts were taken from reports made by Comdr. Melvyn H. McCoy, USN, of 1126 LaSalle Street, Indianapolis, Ind.; Lt. Col. S. M. Mellnik (CAC), USA, of Dunmore, Pa., and Lt. Col. (then Captain) William E. Dyess (AC), USA, of Albany, Tex., all of whom escaped from the Philippines after almost a year as Japanese prisoners. Their sworn statements included no hearsay whatever, but only facts which the officers related from their own personal experience and observations. The statements have been verified from other sources. After he made his statement to the War Department, Colonel Dyess was killed in a crash of his fighter plane at Burbank, Calif., while he was preparing to go back and fight the Japanese who had tortured him. Colonel Mellnik is now on duty with General MacArthur, Commander McCoy is on duty in this country.

The three officers stated that several times as many American prisoners of war have died, mostly of starvation, forced hard labor, and general brutality, as the Japanese have ever reported. At one prison camp, Camp O'Donnell, about 2,200 American prisoners died in April and May, 1942. In the camp at Cabanatuan, about 3,000 Americans had died up to the end of October, 1942. Still heavier mortality occurred among the Filipino prisoners of war at Camp O'Donnell.

While this report deals exclusively with the records of Commander McCoy, Colonel Mellnik and Colonel Dyess, other Americans known to have escaped from Japanese prison camps in the Philippines include Maj. Michiel Dobervitch of Ironton, Minn., Maj. Austin C. Shafter of Shelbyville, Tenn., Maj. Jack Hawkins of Roxton, Tex., and Corp. Reid Carlos Chamberlain of El Cajone, Calif., all of the U.S. Marine Corps.

The calculated Japanese campaign of brutality against the battle-spent, hungry American and Filipino soldiers on Bataan began as soon as they surrendered, with what was always there-known among its survivors as "The March of Death." Commander McCoy and Colonel Mellnik, who were taken prisoners at Corregidor, did not take part in this, but Colonel Dyess, who did so, said:

"Though beaten, hungry and tired from the terrible last days of combat on Bataan, though further resistance was hopeless, our American soldiers and their Filipino comrades in arms would not have surrendered had they known the fate in store for them."

"The March of Death" began when thousands of prisoners were herded together at Mariveles air field on Bataan at daylight on 10 April 1942, after their surrender. Though some had food, neither Americans nor Filipinos were permitted to eat any of it by their guards. They were searched and their personal belongings taken from them. Those who had Japanese tokens or money in their possession were beheaded.

In groups of 500 to 1,000 men, the prisoners were marched along the national road off Bataan toward San Fernando, in Pampanga Province. Those marchers who still had personal belongings were stripped of them; the Japanese slapped and beat them with sticks, as they marched along without food or water on a searingly hot day. Colonel Dyess, in a middle group, gave this description of "The March of Death":

"A Japanese soldier took my canteen, gave the water to a horse, and threw the canteen away. We passed a Filipino prisoner of war who had been bayonetted. Men recently killed were lying along the roadside, many had been run over and flattened by Japanese trucks. Many American prisoners were forced to act as porters for military equipment. Such treatment caused the death of a sergeant in my squadron, the 21st Pursuit. Patients exploded out of a nearby hospital, half dazed and wandering about in pajamas and slippers, were thrown into our marching column of prisoners. What their fate was I do not know. At 10 o'clock that night we were forced to retrace our march for two hours, for no apparent reason."

"At midnight we were crowded into an enclosure too narrow to lie down. An officer asked permission to get water and a Japanese guard beat him with a rifle butt. Finally, a Japanese officer permitted us to drink water from a nearby carabao wallow."

"Before daylight the next morning, the 11th, we were awakened and marched down the road. Japanese trucks speeded by. A Japanese soldier swung his rifle from one of them in passing, and knocked an American prisoner unconscious beside the road."

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“Through the dust clouds and blustering heat, we marched that entire day without food. We were allowed to drink dirty water from a roadside stream at noon. Some time later three officers were taken from our marching column, thrown into an automobile and driven off. I never learned what became of them. They never arrived at any of the prison camps.

“Our guards repeatedly promised us food, but never produced it. The night of the 11th, we again were searched to help the weaker. We then would say, ‘If you help us, we will help you.’ We then would have a little more water. At 3 o’clock on the morning of April 12, they shoed us into a barbed-wire bull pen big enough to accommodate 200. We were 1,200 inside the pen—no room to lie down, human filth and maggots were everywhere.

“Throughout the 12th, we were introduced to a form of torture which came to be known as the sun treatment. We were made to sit in the boiling sun all day long without cover. We had very little water; our thirst was intense. Many of us went crazy and several died. The Japanese dragged out the sick and delirious. Three Filipino and three American soldiers were buried while still alive.

“At 12 noon, they came to the road on the 13th with their fixed bayonets and ordered us to lie down. During the night Japanese soldiers with fixed bayonets charged the prisoners and threw shots behind us. At 3 o’clock on the morning of the 14th, they shoed us into a bull pen in a small, narrow-gauge box car. The doors were closed and locked. Movement was impossible. The prisoners taken at Corregidor, among whom were Commander McCoy and Colonel Mellnik, had no experience quite like the death march. But after the surrender, the 7,000 Americans and 5,000 Filipinos were concentrated in a tiny space and a brave Filipino picked up three American soldiers who had collapsed before the Japs could get to them. They placed them on a cart and started down the road toward San Fernando. The Japanese killed them as well as the soldiers, who were in a coma, and horse-whipped them fiercely.

“Throughout the 12th, we were in prison camps. The Japanese had food stores along the roadside. A United States Army colonel pointed to some of the cans of salmon and asked for food for his men. A Japanese officer picked up a can and hit the colonel in the face with it, cutting his cheek wide open. Another colonel and a brave Filipino picked up three American soldiers who had collapsed before the Japs could get to them. They placed them on a cart and started down the road toward San Fernando. The Japanese seized them as well as the soldiers, who were in a coma, and horse-whipped them fiercely.

“Along the road in the province of Pampanga there are many wells. Half-crazed with thirst, six Filipino soldiers made a dash for one of the wells. All six were killed. As we passed Lubao, we marched by a Filipino soldier gutted and hanging over a barbed-wire fence. Late that night of the 14th we were jammed into another bull pen at San Fernando with again no room to lie down. During the night Japanese soldiers with fixed bayonets charged into the compound to terrorize the prisoners. "Before daylight on April 15 we were marched out and 115 of us were packed into a small, narrow-gauge box car. The doors were closed and locked. Movement was impossible. Many of the prisoners were suffering from diarrhea and dysentery. The heat and stench were unbearable. We all wondered if we would get out of the box car alive. At Capaz, Tarlac, we were taken out and given the sun treatment for three hours. Then we were marched to Camp O’Donnell, a prison camp under construction, surrounded with barbed wire and high towers, with separate inner compounds of wire. On this last leg of the journey the Japanese permitted the stronger to carry the weaker.

"I made that march of about 85 miles in six days on one mess kit of rice. Other Americans made ‘The March of Death’ in 12 days, without any food whatever. Much of the time, of course, they were given the sun treatment along the way.”

The prisoners taken at Corregidor, among whom were Commander McCoy and Colonel Mellnik, had no experience quite like the death march. But after the surrender, the 7,000 Americans and 5,000 Filipinos were concentrated in a
former balloon station known as the Kindley Field Garage area—by that
time only a square of concrete about
100 yards to the side, with one side ex-
tending into the water of the bay. The
12,000 prisoners, including all the
wounded who were able to walk, were
kept on this concrete floor without
food for a week. There was only one
water spigot for the 12,000 men and
a 12-hour wait to fill a canteen was
the usual rule. After seven days the
men received their first rations—one
mess kit of rice and a can of sardines.

The Corregidor prisoners were
forced to march through Manila on
May 23, 1942, having previously been
forced to jump out of the barges which
brought them over from the island
while they were still a hundred yards
from the beach. Thus, said Colonel
Mellnik, “we were marched through
Manila presenting the worst appear-
ance possible—wet, bedraggled, hun-
gry, thirsty, and many so weak from
illness they could hardly stand.” Com-
mander McCoy added, however, that
the Japanese purpose of making this a
triumphal victory parade was frus-
trated by the friendliness of Filipino
civilians.

“All during the march through Ma-
nila,” said Commander McCoy, “the
heat was terrific. The weaker ones in
our ranks began to stumble during the
first mile. These were cuffed back into
the line and made to march until they
dropped. If no guards were in the im-
mediate vicinity, the Filipinos along
the route tried to revive the prisoners
with ices, water and fruit. These Fili-
pinos were severely beaten if caught
by the guards.”

Colonel Dyess’ sworn statement de-
clared that the Japanese officer com-
manding Camp O’Donnell, where the
survivors of the Bataan death march
were imprisoned, delivered a speech to
the American and Filipino soldiers
telling them that they were not pris-
oners of war and would not be treated
as such, but were captives without
rights and privileges.

There were virtually no water facili-
ties at Camp O’Donnell. Prisoners
stood in line for six to 10 hours to get
a drink. They wore the same clothing
without change for a month and a
half. Colonel Dyess waited 35 days for
his first bath, and then had one gallon
of water for it.

The principal food at Camp O’Don-
nell was rice. The prisoners received
meat twice in two months, and then
did not enough to give as many as a quar-
ter of them a piece an inch square. A
few times the prisoners had camotes,
an inferior type of sweet potato. Many
were rotten and had to be thrown away.
Prisoners themselves had to post guards to prevent the starving
from eating the rotten potatoes. The
intermittent ration of potato was one
spoonful per man. Once or twice the
prisoners received a few mango beans,
a type of cow pea, a little flour to
make a paste gravy for the rice, and a
spoonful of coconut lard. Colonel
Dyess’ diet for the entire 361 days he
was a prisoner of the Japanese, with
the exception of some American and
British Red Cross food he received,
was a sort of watery juice with a
little paste and rice. Some Japanese
operated a black market and sold those
prisoners who had money a small can
of fish for $5.

After the prisoners had been at
Camp O’Donnell for one week, the
death rate among American soldiers
was 20 a day, and among Filipino
soldiers 150 a day. After two weeks
the death rate had increased to 50 a
day among Americans and 500 a day
among Filipinos. To find men strong
eough to dig graves was a problem.
Shallow trenches were dug to hold 10
bodies each.

“The actual conditions I find impos-
sible to describe,” Colonel Dyess’ state-
ment reads. “It is impossible from a
description to visualize how horrible
they really were.”

One dilapidated building was set
aside and called a hospital. Hundreds
of men lay naked on the bare floor
without covering of any kind. There
was no medicine of any kind. The doc-
tors had not even water to wash
human waste from their patients.
Some afflicted with dysentery re-
maincd out in the weather near the
latrines until they died.

The Japanese promised medicines,
but never produced them. Once the
Japanese allowed the Red Cross at
Manila to bring in quinine. How
much, the prisoners never found out.
The Japanese did not issue enough to
cure 10 cases of malaria and there
were thousands.

The sick as well as those merely
starving were forced into labor details
by the Japanese. Many times men did
not return from work. By May 1,
1942, only about 20 out of every com-
pany of 200 were able to go on work
details. Many died in the barracks
overnight. Frequently, for no apparent
reason, the prisoners were forced to
line up and stand in the sun for hours.

Around June 1, the American pris-
oners at Camp O’Donnell were sepa-
rated from their Filipino comrades in
arms and moved to Cabanatuan Con-
centration Camp in Luzon. There Colo-
nel Dyess joined Colonel Mellnik and
Commander McCoy.

Conditions at Cabanatuan were
slightly improved—there was adequate
drinking water and muddy seepage
wells provided water for bathing. Jap-
ange brutality continued, however:
"I had been at Cabanatuan one day," Colonel Dyess' statement reads, "when a Jap came through the barracks looting. He found a watch hidden in some equipment of a man not present. As I was sitting nearby, he punched me severely to show his feeling at the idea of a prisoner still having a watch."

Rice remained the principal diet at Cabanatuan. On one occasion the Japanese gave the American prisoners three chickens for 500 men, and on another occasion 50 eggs for 500 men. As a result, their propaganda later told the world that American prisoners in the Philippines were being fed on chickens and eggs.

Officers were not forced to work at Cabanatuan, but could volunteer to take out work details. Colonel Dyess so volunteered.

"The Japs frequently mistreated Americans working for them," his statement reads. "Once when a frail American private was not digging a ditch to suit his guard, the guard grabbed the shovel from him and beat him across the back with it. The boy had to be sent to the hospital. One Jap carried a golf club and beat the men working for him the way one wouldn't beat a horse. When two Americans were caught getting food from a Filipino, they were beaten unmercifully on the face and body. After a doctor dressed their wounds, the Japs took sticks and beat them again."

Men were literally worked to death. It was not unusual for 20% of a work detail to be worked to death. In one instance, 76% were killed that way.

Commander McCoy reported that two American Army officers and a Navy officer attempted to escape from Cabanatuan, which was thickly ringed with barbed wire, and had machine-gun emplacements and towers outside the wire. The officers were caught moving down a drain ditch to get under the wire.

Their Japanese captors beat them about the feet and legs till they could no longer stand, then kicked the officers and jumped on them. The next morning the three Americans, stripped to their shorts, were taken out on the road in full view of the camp, their hands were tied behind them, and they were pulled up by ropes from an overhead pulley, so that they had to remain standing, but bent forward to ease the pressure on their arms.

They were kept in this position in the blazing sun for two full days. Periodically the Japanese beat them with a two-by-four, and any Filipino unlucky enough to pass that way was compelled to beat them too. If he failed to beat them hard enough, the Japanese beat him. After two days of this, one of the officers was beheaded and the other two were shot.

The Japanese made every effort to humiliate their prisoners of war. They would force them to stand and call them vile names. When one older American colonel turned away from a Japanese reviling him, he was knocked unconscious with a blackjack. American flags were habitually and designately used as rags in the Japanese kitchens.

The death rate at Cabanatuan for June and July, 1942, was 30 Americans a day, according to the sworn statements of the three officers. The rate for August, 1942, was more than 20 a day. The rate for September, 15 a day—because by that time most of the weaker men were already dead. During October, 1942, the rate ranged upward from 16 a day to 19 a day and was increasing when Colonel Dyess, Colonel Mellnik, and Commander McCoy left on 26 October 1942. By that date, 3,000 of the 12,200 Army, Navy and Marine Corps prisoners at Cabanatuan had died. There were 2,500 in the hospitals, and the American doctors doubted that any of them would live.

The chief cause of death was starvation. This was definitely established by autopsies performed by both American and Japanese doctors. After it was determined that the men were starving to death, the Japanese answer was that there was no food available. There was a great abundance of food available in the Philippines at the time.

Other diseases caused indirectly by starvation were wet beri beri (in which the feet, ankles and head swell to twice their size), dry beri beri, dysentery, diarrhea, malaria, scurvy, blindness, diphtheria, yellow jaundice, and dengue fever. Several men went completely blind.

The Japanese eventually permitted the Red Cross in Manila to send medical supplies, but after they arrived they were not unpacked for many days and during this period many died. Colonel Dyess had dengue fever, yellow jaundice and later scurvy sores. His weight shrank from 175 to 150 pounds, and he was given no medicine. At 130 pounds, he was considered a fat man in the camp.

High Japanese officers regularly inspected the camp and knew of conditions. During inspections, prisoners were forced to wear their best clothes, which were rags—some men had no shirts, only trousers, and many had no shoes.

One inspection, said Colonel Mellnik, was conducted by a Japanese general. An American lieutenant colonel was called out to accompany the general's group. He pointed out that many officers and enlisted men were too weak to stand in the ranks.

"We have many sick here," he said courageously. The Japanese general, who spoke excellent English, asked:

"Why?"

The mess barracks was nearby. The American lieutenant colonel pointed to a meal of white rice and thin carrot-top soup.

"Here is why," he said. "We are all starving."

"That will be enough," snapped the Japanese general. "Your men are not starving. They need more exercise."

The lieutenant colonel tried to say more, but Japanese guards quickly stepped in and restrained him. The Japanese general curtly turned on his heel and continued his inspection with an air of boredom and indifference.

The Japanese took 400 prisoners who were technical men, gave them a physical examination, issued clothes to them, and sent them to Japan to work in factories. Another shipment of 3,000 technical men for Japan was being arranged when Colonel Dyess, Colonel Mellnik, and Commander McCoy left Cabanatuan on 26 October 1942. These three officers and 966 other American officers and enlisted men had been crowded into the hold of a 7,000-ton British-built freighter at Manila for (Continued on Page 47)
‘Sunken’ Carrier Carries On

USS Ranger Sank 40,000 Tons of Nazi Shipping
After Hitler Announced She Had Been Destroyed

Last April, Hitler announced triumphantly that a German U-boat had sunk the USS Ranger, and he conferred the Oak Leaves to the Knight’s insignia of the Iron Cross upon Lieut. Otto von Bulow, the submarine commander credited with the feat.

Unfortunately for the Nazis, the report of the Ranger’s sinking was grossly exaggerated. Instead of being at the bottom of the North Atlantic, the Ranger was busily engaged in ferrying U. S. Army fighter planes across the Atlantic. From British bases, these fighter planes were knocking Nazi airmen out of European skies and shepherding the bombers engaged in softening German defenses preparatory to the invasion of the continent.

And last October, six months after the Ranger was supposedly in Davey Jones’ locker, she made a daring foray into Norwegian waters as her planes bombed and blasted 40,000 tons of German shipping to the bottom. That was her answer to Hitler’s bombastic announcement of her demise.

The 14,500-ton Ranger, first vessel of the Navy ever designed and constructed as a carrier, was built by the Newport News Shipbuilding & Drydock Co. and commissioned 4 June 1934. She has a 770-foot flight deck and can carry more than 80 planes.

Eighteen days after she was put into commission the first regular plane landing aboard the new carrier was made by Admiral Ernest J. King, USN, now Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, as the ship maneuvered off Lynnhaven Roads, Va. Admiral King then was Chief of the Bureau of Aeronautics, with the rank of rear admiral.

Since that day, seven officers who are now rear or vice admirals have commanded the Ranger. Among these are Vice Admiral John S. McCain, USN, now Deputy Chief of Naval Operations (Air), and Vice Admiral P. N. L. Bellingham, USN, now Commander, Air Force Atlantic.

After the war started the Ranger made many trips across the Atlantic, transporting Army fighter planes to the European theatre of war. Time after time she slipped through submarine-infested waters, her flight and hangar decks packed with planes.

The first such trip was made on 10 May 1942 when the Ranger transported sorely-needed Army Warhawks to within 40 miles of Africa and then...
sent them winging to friendly fields.

In October, 1943, the Ranger, while operating with a British task force, carried out a daring raid on German shipping in Norwegian waters well within reach of heavy concentrations of Nazi land-based bombers. Planes from the carrier destroyed four merchantmen, a tanker and an oil barge; damaged other ships, and shot down a Junkers 88 and a Messerschmitt 110. The cost to the Ranger was three planes.

The raid was carried out in two phases with 16,000 pounds of bombs being dropped in the first attack, and 15,000 pounds in the second assault. It was the first combat action for 60% of the carrier's airmen. Nevertheless, they carried out their assignments like veterans.

"It was a very fine attack, and many German troops were killed," declared Capt. Gordon Rowe, USN, the Ranger's commanding officer at the time. "My pilots drove home their attacks in the face of strong German antiaircraft fire. The only thing that saved us from serious losses was the element of surprise. We struck quickly and departed before the Germans knew what hit them."

The Ranger's most crushing blow against the Axis probably was during the North African occupation, when she served as the flagship of Commander, Carriers Atlantic. She was one of five carriers which gave the invasion force air superiority. Commanded then by Capt. (now Rear Admiral) Calvin T. Durgin, USN, the Ranger's aviators dropped more than 48 tons of bombs and fired more than 20,000 rounds of machine-gun ammunition during the 60 missions to which they were assigned.

Backbone of resistance was broken on the first day of the invasion—8 November—and the 200 flights made that day by Ranger airmen contributed greatly to neutralizing hostile naval units and shore batteries in the Casablanca area. On 10 November, final day of fighting, two Ranger raids were credited with speeding the capitulation of enemy forces.

In the first of these a bombing raid was made on the Jean Bart, French battleship which was persistently shelling United Nations warships from her berth in Casablanca harbor. Nine planes armed with 1,000-pound bombs attacked the battlewagon, and she ceased firing after the fierce bombing.

In the second raid nine Ranger planes, also armed with 1,000-pound bombs, attacked and neutralized coastal defense guns and antiaircraft batteries located on Point El Hank and protecting Casablanca harbor.

In every action the Ranger has upheld the traditions of her namesake, the flagship of Commodore John Paul Jones.
Reading for recreation, a habit abandoned by most people in the high pressure days of civilian life before the war, is coming back into its own. Men who fight and men who work behind the lines don't fight and work all the time. The farther from home, the greater the problem of recreation, of what to do with leisure time. One answer has been found in books, good books and entertaining books, fiction and non-fiction, selected on a basis of the greatest interest to the greatest number of men.

To meet this growing need, in two years the Navy has increased its libraries from a peacetime level of 500 to more than 5,000 ashore and afloat. Each library is a unit in itself, supplying the needs of a specific station or ship. No two libraries are alike.

Supplying these Navy libraries throughout the world is the job of the Library Section, Welfare Division, Bureau of Naval Personnel, in Washington, D. C. This section selects and orders the books and has them sent out to the men who are waiting for more reading matter.

Letters and requisition sheets from these naval libraries keep the Library Section informed of what the men—ashore, the women—of the Navy like to read. Publishers submit books to the section each month—best sellers, reprints, pocket-size books, fiction and non-fiction. After reading and reviewing hundreds of books, the section's staff compiles a list of about 50 current new ones for distribution to the naval service.

To be selected, the books must be suitable for a naval library. They must meet the general definition of "good reading," because money spent for dull books would be money wasted. If technical, they must be authoritative.

The element of censorship is absent from the selection routine, because the books go only to adults.

Once selections are completed, the Library Section buys varying numbers of each book, as many as 10,000 of some, perhaps as few as 12 of others. Field librarians in book supply depots at Norfolk, Va., and Oakland, Calif., then are notified just what books are coming from the publishers, how many

and where they are to be forwarded. Progress reports from the Bureau of Ships, distribution lists and daily correspondence keep the section advised of the places where books are needed. The field libraries finally assemble and package the books for distribution.

Books for delivery to ships are distributed according to the size of the craft. Only battleships, cruisers and carriers get all books on the monthly selection list. Smaller ships get correspondingly smaller shipments, one third or one-fifth as the case may be for destroyers, tenders, submarines LSTs, PLs and so on.

All books on the monthly lists are sent to training centers and large stations ashore. Stations with smaller complements receive about half.

The Library Section purchased nearly 2,000,000 books in the first quarter of the current fiscal year. From an appropriation of Congress, called "Libraries, Navy," the section spends approximately 65 cents a year on each man for books alone. Last year's total appropriation, covering books and salaries of the civilian librarians at shore stations was $2,710,840.

Welfare funds of ships and stations frequently are expended for books. Profits from ship's service stores are available for supplementary buying. In some activities, the contribution of the welfare fund to the book fund runs as much as $500 a month.

With this money, librarians may purchase new books or in the case of libraries ashore, frequently are expedited for books. Old books are boarded up in back to prevent rats from attacking the books.

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The Library of the Naval Training Station, San Diego, Calif., cost $76,856. It is 200 feet in length and one side opens into an outdoor garden which is used for reading. In the garden are chairs, bookcases and tables amid flower beds and tropical plants.

In Brooklyn, a smaller room, furnished like a comfortable living room, has been turned over to Armed Guard crews.

Typical of fine, well-designed naval libraries is that at Puget Sound Navy Yard, Bremerton, Wash. (see drawing accompanying this article). Designed by C. F. Ryan, Ylc, it provides an ideal background for study and concentration. Hospitable and inviting, with no stigma of the ivory tower, it
THE NAVY READS . . . TYPICAL SCENES AFLOAT AND ASHORE

This book-lined tent served as the library for a pioneer Seabee outfit on Guadalcanal. Those tin cans on the table legs were to keep insects from climbing up.

In the well stocked, comfortably furnished library of an aircraft carrier enlisted men of the crew read books or current magazines and write letters home.

A librarian and an enlisted assistant install a hand-lettered sign to advertise choice wares in Camp Dewey library, Naval Training Station, Great Lakes, Ill.

Patients and pharmacist’s mates share the library at the U. S. Naval Hospital, Corona, Calif. Until drafted for war service, the room was a hotel bar.

Cramped quarters seem not to distract this off-duty student of the modern American novel aboard a submarine at its base in New London, Conn.
resembles a men’s club more than a library. Decorations in rose and green, and murals and pictures give a comfortable atmosphere to the furnishings which include plenty of easy chairs.

Men serving at sea and overseas receive special editions of books printed exclusively for Army-Navy distribution. These books are paper-backed and pocket-size. They are selected by the Army and Navy from recommendations of an advisory committee composed of well-known critics and publishers, who contribute their time to the project.

Thirty titles have been released each month since the project began. They include every type, from Mark Twain’s *A Connecticut Yankee* to a late novel such as *A Tree Grows in Brooklyn*.

Here again, readability is the main standard for selection. The dull books are automatically ruled out. Approximately 450,000 copies of the selected books go each month to the Navy alone. By virtue of their size, these “overseas editions” are ideal for men on the move.

The large station library ashore is conducted like a city library system.

How the Library Got to Guadalcanal: Cafeteria Style

A great Navy transport was loaded with men and materials at a West Coast port. Her destination was Guadalcanal. The transport was about ready to sail when the commanding officer received a message that scores of boxes of books, allotted to those men bound for Guadalcanal, were still on the docks.

Although the transport was loaded, with absolutely no room for the boxes of books, the commander knew quite well that the men would want something to read, on the way to Guadalcanal, and after they had arrived there.

Without hesitation, he ordered the boxes opened. Each man marched down the gangplank past an open book box, helped himself to a book, and then filed back aboard the vessel.

The boxes that could not be taken aboard did not matter. The library was safely on its way to Guadalcanal.
Model Library

The sketch at left and floor plan below show the interior of the library at Puget Sound Navy Yard, Bremerton, Wash. Designed by C. F. Ryan, Ylc, it affords space not only for thousands of books but for privacy and comfort in reading them. The decorations are done in an eye-soothing color scheme of green and rose.

One central library of a station may average 20,000 to 30,000 books, with as many as 10 branch libraries. The goal is a total collection of two books per person on the station. With larger libraries serving thousands of regular readers, enlisted personnel often serve as part-time assistant librarians.

Although necessarily smaller than shore facilities, ship's libraries are made as attractive as possible. Usually the chaplain or navigation officer is in charge. Battleships, as a rule, stock about 2,000 books in their libraries, submarines only 150. An Armed Guard crew will have from 30 to 40 volumes.

Flotillas and squadrons of smaller naval craft swap books wherever possible, furnishing their men a greater variety of reading matter.

Valuable as it is when men are able to use it, a ship's library in time of battle may share the fate of other expendables. When a commanding officer sends a despatch requesting "authority to issue the tiss Blank 600 books" and the records show the Blank has been well stocked with books, there is only one answer. The Blank jettisoned its library when all decks were cleared for action.

Fortunately, however, even jettisoned books can be replaced in reasonably short order. War cannot long down the need for books.

As a matter of fact, war may even prove in the days of peace to come to have been a sizable factor in stimulating the desire for books. The men who have discovered—by the accident of having nothing better to do when they are off duty—that reading is enjoyable will continue enjoying books after the war. At least that is the way it looks to the Navy.

Meanwhile, Navy Librarians have work to do. Navy men want more and more books—to read just for what fun they can find amidst the woes of war.

The Bureau of Naval Personnel has no really good pictures of the use of libraries on board ship. If you have any or can make any, please send them to BuPers.

Official U. S. Navy photograph

PROOF that there's no censorship of reading matter for the Navy is this scene in the library at NTS, Sampson, N.Y.
Modern total war is fought with weapons of overwhelming lethal power. It is waged in a variety of climates, many of them perilous and disease-ridden for the white man. The Navy's major part in it is fought far from the homeland and home bases. Multiple new and unfamiliar hazards might have been expected to raise the Navy death rate and casualty lists to catastrophic levels. Actually, they are at the lowest in history.

From foxhole dressing stations to science laboratories, the Navy Medical Corps continues to score victories as real and important as those on any battlefield.

For the war year of 1943, the Navy and Marine Corps death rate was .3% of entire personnel. Although not actually comparable, it can be noted that the last figures of the U. S. Census Bureau placed the peacetime American death rate at 1.79% annually.

Even more heartening are figures which apply directly to Navy wounded. The mortality rate for wounded men in this most ruthless of all wars has been kept at approximately 3%. In the last war, 7% of all wounded men
died. Of all Navy wounded since Pearl Harbor, 55% have been returned to duty. And of all these wounded, only 2% were disabled to a degree which made a medical discharge imperative. This achievement of the Allied fighting forces in the last war is nonexistent or tightly controlled today. New medical and surgical methods have developed almost as fast as the death-dealing weapons which make them necessary. The test tube and the front line have been at work to prove potent defences against the diseases which are unseen dangers on many battlefronts. On the basis of casualty figures so far, the Navy fighting man today has a better chance of coming through with sound mind and body than ever in military history.

The preservation of the lives and health of the Navy is the responsibility of more than 100,000 members of the Navy’s medical department. They form a chain which reaches from the front lines to the home hospitals—doctors, nurses, dentists, scientists, research workers and hospital corpsmen—and they work toward one aim:

“To keep as many men at as many guns as many days as possible.”

Several wartime innovations in front-line medicine have revolutionized the treatment of wounded. One is the airplane ambulance. Another is the mobile hospital. Still others are new medicines themselves such as the “wonder” drugs of sulfa derivatives and penicillin.

Together, the air ambulance and the mobile hospital have accelerated the speed of treatment for wounded. The airplane ambulance, an experiment launched with some trepidation, has written an exciting chapter in the new history of battlefront medicine.

These former transport planes were equipped with removable litter racks designed to carry 18 patients. Upward of 30 patients can be carried when ambulatory and litter cases are combined. Each plane also carries a doctor, nurse or corpsman, and all necessary medical supplies and equipment.

Operating from Guadalcanal, these planes flew wounded to the nearest base hospital 619 statute miles of water flight away. The rear base terminal was 980 miles distant. Flight time varied from four and a half to eight hours. The planes flew at altitudes varying from 500 to 10,000 feet.

Thousands of wounded were delivered to hospitals by the air ambulance. Although figures have not been made public, a Bureau of Medicine and Surgery spokesman recently said that the number of men who died en route “can be counted on the fingers of both hands.”

The systematic and fast evacuation of wounded by air ambulance is a far cry from the scenes of agonized waiting and painful death which prevailed in No Man’s Land and at field and rear-line hospitals of World War I.

Navy doctors estimate today that many, if not most, of the 14,014 soldiers, sailors and marines who died of wounds in the last war would have been saved if immediate evacuation and quick treatment could have been given.

The mobile hospital is another innovation which has contributed materially to the salvation of thousands of men who might otherwise have died on the field. These MOBs, as the men call them, are prefabricated units which are broken down and shipped to fields of action as a part of fleet commands. Each has everything a doctor could want—portable X-rays, drugs, beds, instruments, laboratory equipment; is designed for 1,000 or more patients.

Sometimes these mobile and advance base hospitals must be thrown together with great speed and under considerable difficulty. The story of one of the busiest, in the Solomons, is typical.

This prefabricated mercy center was unloaded from transports to the beach and, apparently, was going to stay there awhile. The Seabees who were to erect it were off finishing a badly needed airfield. Meanwhile, sick and wounded would soon need attention.

The doctors and corpsmen set to work themselves. A surgeon bossed a labor gang. A dentist cut and hauled lumber. An eye, ear, nose and throat specialist supervised construction. Everybody took a hand with picks and shovels. Within two months the first patients were installed.

Today the doctors, nurses and hospital corpsmen of this hospital are equipped to handle everything from mumps and measles—surprisingly common in all military camps—to in-
tricate X-ray and surgical work. Here, in the jungles of the South Pacific, research is being carried on which may furnish preventive measures against the strange diseases and dangers of an unfamiliar climate and terrain.

Like the mobile and advance base hospital, the hospital ship also is contributing to the efficiency of Navy wartime medicine. The Navy’s two hospital ships, USS Solace and USS Relief, will soon be joined by three more, bigger and even better equipped. These are USS Refuge, USS Bountiful and USNS St. Mary.

Of them all, the Solace has been the workhorse of the sea. She was at Pearl Harbor when the Japs attacked and has been in among the bursting shells of other battles. During and after the Battle of the Coral Sea, thousands of injured and survivors were hauled to her decks and into the surgical wards. In her 2 1/2 years of service, the Solace has set some marks for future mercy ships to emulate.

A converted passenger liner built in 1927, the 450-bed Solace cared for 10,000 patients, of which 7,500 were war casualties, during a 16-month period in 1942-43. Of the entire 10,000, only 16 men died.

The facilities of this ship compare favorably with those of any modern city hospital. The medical personnel consists of 17 medical officers, 2 dental officers, 21 nurses and 160 hospital corpsmen.

The hospital ship, mobile hospital and airplane ambulance are, however, rear-line links in the chain of medical rescue and rehabilitation. Medicine and surgery actually start even before the first battle skirmishes.

When the paratroops start to pour from their transports, the doctors and corpsmen jump right along with them and float to earth burdened down like animated sick bays. The modern flight surgeon often is a pilot himself and knows, from personal experience, what ailments and nervous damage threaten the fighting flyer. On shipboard, the doctors and hospital corpsmen must plan ahead for the potential results of battle as well as the actual ones.

The disruption which can occur when a big fighting ship is seriously damaged in battle was described recently by Comdr. (now Captain) Bartholomew W. Hogan, (MC), USN, senior medical officer aboard the USS Wasp when Jap torpedoes sank that carrier.

"Torpedoes hit at the water line," Captain Hogan recalled, "and a terrific flame which shot up the starboard side immediately destroyed four of our battle dressing stations. We moved our equipment aft on the flight deck. There were 400 men awaiting treatment there."

"Sulfa drugs and morphine injections were administered. Splints and dressings were applied to those needing them. Then the badly wounded were lashed to kapok mattresses and lowered over the side. Others were tied into life jackets."

"The water all about us was aflame and debris was flying through the air. I was picked up by a destroyer which had rescued 750 men. Of these 40 were badly injured and 150 others were less seriously hurt."

"Of all these men, not one died! Of the 816 officers and men wounded and rescued in the sinking of the Wasp, only six died."

But casualties, Captain Hogan pointed out, are not mere statistics and figures. They are shipmates of flesh and blood, friends known and loved. And the wounded are not the only sufferers. Before the American surrender in the Philippines, for instance, more men were killed by malaria, dysentery, malnutrition, beri-beri and other diseases than were killed by the Japs. And there are the injuries to nerves and brain which are just as real as shattered arms or legs. Against these and other dangers, naval medicine fights a never-ending battle.

Today the new sulfa drugs and the newer penicillin have curbed the danger of infection, most feared and deadly aftermath of war wounds. Plasma and serum albumin, easily administered even by those unfamiliar with first aid, have similarly lessened the danger of shock. Tetanus (lock-jaw), yellow fever, smallpox, syphilis and cholera have been practically eliminated. Pneumonia, once one of the most feared infections, has been placed under control by chemotherapy.

These problems have occupied Navy specialists in preventive medicine. Specialized diets and special clothing have been devised for specific climates. Ordinarily, the diseases of war are the diseases of peace magnified by mass living, battle strain and the inability to control properly sanitation and living conditions. But tropical war brought new disease dangers.

Dengue—the mosquito-borne "breakbone" fever—has struck in the South Pacific and now occupies the Navy scientists. But so far, such dread tropical ailments as yaws, African sleeping sickness and oriental sores have been held at bay by preventive medical measures.

Preventive measures are even carried directly into battle. Every sailor and marine entering combat is equipped with sulfadiazene tablets to chew and swallow and sulfanilamide crystals to sprinkle on wounds. These battle drugs, combined with quick and frequent injections of blood substitutes, are credited with a major part in minimizing our front-line losses.

The advances in reconstructive surgery and medical rehabilitation keep pace with other medical innovations. Fractured bones and torn flesh are, naturally, among the most common of battle wounds. Although final figures...
are not yet available, new methods of setting and treating mangled arms and legs have brought astonishing results. It has been estimated that permanently disabled fracture cases will reach only 10% and deaths from this cause probably will be held to 1%.

In the days of Napoleon's army, the common treatment for compound fracture was amputation. Baron Larrey, Napoleon’s chief surgeon, performed 200 amputations in 24 hours following the battle of Borodino in 1812.

Burns, always a serious menace in the Navy, were a growing danger in a highly mechanized war. In recent months, new methods of treatment and dressing have been devised. One recent innovation has been a grey "anti-flashburn cream" which is now undergoing battle trial in the fleet.

Serious burns, even when completely healed, leave crippling contractures and scar tissue. Plastic and reconstructive surgery, however, now make possible healing in the majority of cases. A new medical cutting device permits the grafting of healthy skin on burned areas. From 90 to 95% of these graftings have been successful within two weeks.

Mechanized warfare has given Navy doctors new problems of psychotic and nerve disorders, too. The strain of long confinement in submarines, planes and tanks takes its toll of the human nervous system. But the Navy medical scientists have found that proper rest, vacations and preventive measures can be utilized to keep the fighting pilot, tank gunner or submariner at his post and in keen physical shape.

One of the most interesting reconstructive centers is at Mare Island Naval Hospital, Vallejo, Calif., where experiments with new types of artificial limbs have achieved astonishing results. Men have arrived there on stretchers from the South Pacific and walked on artificial legs within 11 days. Many will remain in the Navy. Others will be able to fill civilian jobs with scarcely any handicap. A similar program is being inaugurated at an East Coast naval hospital.

This hospital and other centers—as well as the hospital ships, mobile units, front-line dressing stations and air ambulances—are operated, staffed and controlled by the Navy's Bureau of Medicine and Surgery. Headed by Vice Admiral Ross McIntire (MC), USN, as chief, and Rear Admiral Luther Sheldon, Jr., (MC), USN, as assistant chief, the bureau comprises 13 divisions. They are administrative, planning, materiel, finance, personnel, dentistry, research, inspections, aviation medicine, physical qualifications and medical records, preventive medicine, publications, and the Red Cross division.

From these divisions stem a network of hospitals, laboratories, training schools and the medical lines which stretch to the front lines. The bureau's doctors and surgeons total 11,042. There are 4,718 dentists and 7,312 nurses. Hospital corpsmen, both men and women, total 94,265. Together they form a chain reaching from home to the most far-flung battle line.

Last August, reserve commissions in Naval Reserve Medical Corps were opened to women doctors, who are accepted under the same status as men. The bureau is seeking 600 women doctors to take over duties on the home front that are now being handled by physicians and surgeons.

This Is Front-Line Medicine . . .

A marine with his intestines full of shrapnel gave one front-line surgeon a busy session. The surgeon took out all intestines and went within them inch by inch, found the shrapnel fragments and sewed up 15 holes. Patient reported doing nicely.

Navy doctors in the South Pacific operated successfully on a "human bomb." He had an unexpended anti-aircraft shell in his left hip. Two doctors, working behind steel plates, dug it out without exploding it.

It was a good story when a pharmacist's mate operated on a shipmate for appendicitis in a submarine deep in Japanese waters. It was an even better story when the patient was back on duty in eight days.

"It would be nice," said a surgeon in the Solomons, "if we could only work without so many interruptions." He pointed to the results of the interruptions—Jap bullet holes which riddled the walls of the station.

The heroism of Navy doctors, nurses and hospital corpsmen is best attested by the monthly lists of citations for bravery and service above and beyond the call of duty. Scores of medical and dental officers and pharmacist's mates have been awarded the Navy Cross, Silver Star and other decorations for gallantly risking—and often losing—their lives under fire in ministering to their shipmates.

Last month Lieut. William Ward Evans (MC), USN, became the first naval medical officer to be awarded the Air Medal.

Such flight surgeons as Lieutenant Evans are carrying on a naval tradition for bravery and service which has its roots in the earliest history of the nation. For the naval surgeon is older than the Union itself. The first one, John Paul Jones aboard the USS Bon Homme Richard in 1779. Another, Dr. William Longshaw, Jr., was twice eulogized from every quarterdeck of the fleet for his bravery and service to the Union cause during the Civil War.

It was a Navy surgeon, in fact, who carried the terse message which still symbolizes Navy spirit. This surgeon was Dr. Richard C. Edgar, serving aboard the USS Chesapeake, who carried the dying captain's last order to his officer of the deck. It was: "Don't give up the ship."
See Your Ration Board
Naval Personnel May Obtain Extra Gasoline, Food or Shoes Under Certain Conditions

Naval personnel stationed in the United States or back on leave are bound by the same rationing regulations as civilians, yet they may obtain special concessions if necessary to the performance of their duty while traveling under orders, or when on leave. The following is a compilation of ration rules as they affect naval personnel and the suggested procedure for obtaining food, shoes or gasoline.

FOOD
War Ration Books 3 and 4, containing stamps for rationed food, may be obtained by naval personnel residing in the U. S. for a period of 60 days or more, except: (1) those who are authorized to be subsisted in kind; (2) those who are members of an officers’ or a contract school mess; or (3) those who, although not subsisted in kind and not members of an officers’ or contract mess, eat at least 14 meals a week at such a mess.

Those eligible to receive ration books may obtain them by applying to the ration board at the place where they are stationed. The application must be made in person either by the applicant himself or by someone acting for him; it cannot be mailed to the board.

Temporary food rations may be obtained by naval personnel on leave in the U. S. if they are not entitled to Ration Books 3 and 4. Their leave must be for a period of 72 hours or more and they must eat at least one meal a day at their host’s home. Even though not on leave, service personnel who are messes in a general mess or an officers’ organized mess may obtain temporary food rations if they eat nine or more meals a month at their host’s home. Also, those U. S. naval personnel who are detailed to issue food stamps to cover travel to and from home or resort to other place of recuperation if the cognizant medical officer certifies that travel by private automobile would materially aid in recovery. Leave papers must be shown.

Application for temporary food rations should be made on S & A Form 570, which may be obtained from commanding officers. If this form is used, either the applicant or his host may present the application to the local ration board. However, if the applicant shows good cause for failure to have this form, the board may permit him to apply on OPA Form 8-315. Host cannot use this form, however.

Naval personnel who have ration books and find that their health requires more rationed foods than they can get with their allotted points may apply to their local board for additional points. The application must contain a doctor’s statement showing why additional rationed foods are needed, the amount, and why unrationed foods cannot be substituted.

For those who live an unusually long distance from their market and who are unable to use their stamps while they are valid, the local ration board may issue a certificate in exchange for some or all of his stamps. This certificate will enable them to purchase rationed foods which could not have been obtained with their valid stamps.

Naval personnel who live in a place where they cannot get enough fresh fruits, vegetables, fish, fresh milk, poultry or eggs to meet their nutritional requirements, or have no facilities for storing such foods long enough, may apply to local ration board for additional processed food ration points.

SHOES
Shoes may be purchased by naval personnel, without ration stamps, from ship’s service stores ashore and ship’s service stores ashore, outside the 48 states and the District of Columbia, or from naval small stores. These shoes must not be sold or given anyone else.

Shoe stamps are required in buying shoes from a ship’s service store ashore within the 48 states and the District of Columbia or in any retail store. Nearly all naval personnel have an officer who is detailed to issue shoe purchase certificates. These must bear the name and rank and rating of the persons to whom issued, and the signature and rank of the issuing officer. The certificates expire 30 days after issuance and must not be altered. If the certificate is not used during the 30-day period, it should be returned to the issuing officer who will issue another if the applicant still is eligible.

The Secretary of the Navy has directed naval personnel not to apply for shoe stamps unless they actually need shoes. Certificates may be used only by or for persons to whom issued.

GASOLINE
For private vehicle travel, naval personnel are subject to the same gasoline rationing regulations as civilians. When traveling under orders, and transportation by private automobile is specifically authorized, OPA Form R-544 for additional gasoline must be obtained from cognizant issuing officers in the Navy. These officers will compute the mileage involved and endorse the order to show the number of forms and gallonage issued. The issuing officer is responsible for signing and filling out OPA Form R-544, including the name and rank or rating of the recipient, the number of gallons for which each form is valid and the license number of the automobile to be driven. These forms are non-transferable and may be used only by the person to whom issued.

Naval personnel assigned to shore duty in the U. S. and not quartered at their station may apply to their local board for supplemental gasoline coupons to cover driving between residence and station if a car-sharing plan has been organized, or if alternate means of transportation are not available.

Those who must do in-course-of-duty driving, and have no official travel orders authorizing transportation by private automobile, may apply to the local ration board for additional gasoline. In the case of necessary driving due to change of duty, when the travel orders lack authorization for transportation by private automobile, application may be made to local boards.

Naval personnel on leave for 72 hours or longer with access to an automobile may obtain up to a maximum of five gallons of gasoline by applying to the local board for special furlough rations. Leave papers must be shown.

Personnel convalescing from illness or injury acquired while on active duty are eligible for supplementary gasoline coupons to cover travel to and from home or resort to other place of recuperation if the cognizant medical officer certifies that travel by private automobile instead of other means of transportation would materially aid in recovery. Leave papers and the medical officer’s certificate must be displayed when applying to a ration board.

CHECK-LIST FOR NAVAL PERSONNEL

DO YOUR DEPENDENTS KNOW
Where to find your:
- birth certificate?
- marriage certificate?
- insurance policies?
- Social Security number?
- will?
- tax records?
- income tax records?
- other valuable papers?

Your arrangements for:
- family allowance?
- allotments from pay?
- war bonds?
- government insurance?
- private insurance?
- help from Navy sources?

What to do if:
- they change their address?
- checks are not received?
- amount of check is wrong?
- what happens if you are:
- wounded?
- captured?
- missing?
- killed?

What to do if they:
- can’t meet insurance premiums?
- need money or a loan?
- need money to buy home?
- need medical attention?
- are unable to pay tax you owe?

Where to get:
- help from Navy sources?
- aid for dependents?
- legal advice and assistance?

SEE PAGE 26
Finding Land When You Can't See It

**WATCH THE CLOUDS:** Due to temperature difference of land and water, air currents rise over land. When the moisture-laden warm air reaches any real altitude, it condenses to form clouds, which tend to remain over the land and are visible far out at sea. True particularly of mountainous islands, this holds also for atolls, where a contrast in temperature is caused by warm waters in lagoon, cold outside.

**WATCH THE WAVES:** When wind blows constantly from one direction, as in South Pacific, it sets up a swell at right angles. But when rollers hit an island, they form a V around it. If you find rollers not at right angles to wind, odds are that (barring local squalls) land is near. Follow trough to windward.

**WATCH THE REFLECTIONS:** In addition to the cloud formation just mentioned, there is another way of spotting the presence of an atoll: watch for any green reflection on the under-belly of the clouds. In a lagoon, the water is not only warmer but shallower than outside the reef, and its color more green than blue. Reflecting upwards, green waters color clouds above. That green light is your Go signal.

**WATCH THE BIRDS:** Except for a very few species, most sea birds sleep ashore. During the daytime they fly all over in search of food, but when evening comes they return to land. If the flight of birds in the late afternoon is observed, and their line of bearing is followed, it will probably lead ashore.
Information Your Dependents Should Have

Here are some of the things they ought to know—and an easy way to make sure they do.

1. Family allowances (information bulletin, November 1943) are now payable as follows: To a wife, $50; with one or more children, $100; each additional child, $20; child but no wife, $42; additional children (no wife), $20; divorced wife, one child, $72 (maximum); each additional child (divorced wife), $20.

2. Any allotment of pay for support of your dependents should preferentially be made to an individual who may, if you wish, make it to a bank, indicating that it is for that person's support. Allotments may also be made to most banks for the credit of a joint account. Note, however, that in case you are declared missing, become a prisoner of war, etc., such allotments may be continued only if they are for the support of dependents, and are so designated.

3. War Bond allotments are on the bond-a-month or bond-a-quarter basis, with monthly allotments of $6.25, $12.50, $18.75, $25.00, $37.50, or $75. A co-owner may cash the bonds with or without your consent; a beneficiary may cash the bonds only upon your signature. Bonds may be cashed at any time after 60 days from date of issue; they are not transferable, may not be used as collateral. The Treasury Department or the Navy will hold the bonds for you for safekeeping if so desired.

4. If you applied for government insurance before Oct. 1, 1940, the insurance you hold is called U.S. Government Life Insurance. If so, change entry in letter accordingly.

5. Allotment method is recommended; as it will continue automatically, even if you are captured or missing, and by the allotment method there is no danger of your insurance lapsing through nonpayment of premiums.

6. Under the Soldiers' and Sailors' Civil Relief Act, payment of premiums on your private company life insurance may in most cases be postponed until two years after you leave the service (but not more than two years after the end of the war). However, back premiums have to be made up, together with interest, within that two-year period. So the well-advised Navy man will, wherever possible, continue to pay his premiums as before or register an allotment to pay all or part of them while he's still in service.

7. Suggested for listing: birth certificate, marriage certificate, insurance policies, any divorce decrees, power of attorney (see 13 below), will (see 14 below), savings bank books, Social Security card, War Bonds, safe deposit box and key, income tax records, personal effects, etc.

8. Where desired, a brief picture of dependents may also be listed on the back of the letter, for the guidance of dependents. A simple form might include: "current assets"—cash in checking account, cash in savings accounts, War Bonds, stocks, bonds, or other investments; plus "deferred assets"—life insurance, amounts due you or expected in future; minus "liabilities"—debts, owing on notes, insurance premiums, back taxes, etc.

9. There is nothing in the Soldiers' and Sailors' Civil Relief Act which relieves you from the actual payment of debts or other obligations incurred prior to your service. However, when your ability to meet such obligations is impaired because of such service, relief may be afforded by the courts, which may stay proceedings for not more than 6 months after termination of service.

10. Enter here the monthly sum you could spare to repay a loan for your dependents, if needed. You may want to arrange your bank account as a joint account (if you haven't already) so that your dependents can check against it without your signature, and so that if anything happened to you the account would pass to their control. In that case, the account should be titled "John Doe and Mary Doe jointly with rights of survivorship and not as tenants in common." (Or similar wording by your bank.)

11. Assuming you hold $10,000 worth of National Service Life Insurance, your beneficiary would receive (if then under 30 years of age) a monthly income for 20 years of $55.10. If beneficiary is then 30 years of age or over, a monthly income would continue for life, as follows:

   - If age 30, $39.70
   - If age 40, $45.00
   - If age 50, $53.90
   - If age 60, $68.10

   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. Amounts for insurance less than $10,000 would be proportionately lower. (Provisions for settlement of U.S. Government Life Insurance are different. For details, see your insurance officer.)

12. If you should die from disease or injury incurred in line of duty, and without misconduct, your dependents may be entitled to monthly pension:

   - Widow but no child: $50
   - Widow, one child: $65
   - Each additional child: $13
   - No widow but one child: $25
   - No widow but two children: $38 (equally divided)

   Dependent mother or father: $45
   Or both, each: $25

   As to widow, child or children, total monthly amount shall not exceed $100.


15. To provide necessary legal counsel without charge for service personnel who could not reasonably be expected to employ their own counsel, the American Bar Association, in cooperation with State Bar Associations, has established committees in each state. Legal advice is also available to you and your dependents at most shore stations within the continental United States; ask for the Legal Assistance officer.
Dear ...,
Keep cool by exposing lightly clothed body to breeze. Rig an awning to keep sun off but let breeze through.

Don't Drink Sea Water!
Research Expert Explains How Survivors Can Conserve Water, Exist on Pint Daily

By P. H. Futer, Lt. (MC), USNR
Staff Member, Naval Medical Research Institute

Since the start of the war, several experiments have been conducted by scientists in England and in this country to determine whether survivors of shipwreck can derive any benefit from drinking sea water, either "straight" or diluted with fresh water. For several days at a stretch volunteers have drunk sea water diluted and undiluted, in small quantities and in quantities considerably greater than those taken by Lieutenant Smith. Simultaneously, observations have been made on their weight and their output of urine, and detailed notes have been made on such points as the question of whether the sea water increased or decreased thirst.

As a result, there is general agreement on the following points:

1. Drinking undiluted sea water is very likely to cause vomiting and diarrhea, both of which cause net loss of valuable water from the body.

2. When the salt in sea water is absorbed into the body from the digestive tract, it must be washed out again through the kidneys. Sea water contains 3 to 3½% salt. In order to wash this salt out of the body, the kidneys must use a volume of water equal to or greater than that of the sea water which was drunk in the first place. So the body gains nothing, and, indeed, may stand to lose.

3. The drinking of straight sea water increases thirst.

4. No benefit is to be gained from attempting to increase one's supply of drinking water by diluting one's fresh water with small or large proportions of sea water.

It should be noted that Lieutenant Smith drank his daily pint of sea water in several small doses. As a result, he was not subject to vomiting and diarrhea. It is further important to note that after sea water was used for three days, there was a period when adequate amounts of rain water were used before he resumed consumption of sea water. It is quite likely that the drinking of sea water contributed in part to a wasting of water through the kidneys; he commented that the volume of his urine amounted to three times that of the water he drank. All that may be concluded from Lieutenant Smith's observations is that in his particular case the drinking of sea water did him no very serious harm.

Careful experiments by physicians on human volunteers make it clear that it can have done him no good and that usually the drinking of sea water is a dangerous procedure and should be forbidden. (Nor should sea water be injected into the rectum.)

The bird fat which Lieutenant Smith used to coat his mouth when drinking sea water probably served merely to disguise the salty, unpleasant taste of the water.

There are, however, several useful procedures which act to decrease the amount of water required by survivors and which, therefore, conserve the supply of water and prolong life. These procedures have been recently developed with the aid of volunteers who have spent many days sitting in life rafts.

Since water may be lost by vomiting due to seasickness, it is important to use properly the tablets preventing seasickness which are to be found in the new first-aid kits of Bureau of Ships life floats and Bureau of Aeronautics pneumatic life rafts. If the sea is at all rough, take one of these tablets as soon as you reach your raft. Thereafter do not take them more often than every six hours. At the end of 24 to 48 hours you will probably have become used to the rapid motions of these small craft and will no longer need the tablets. If morphine has been administered, do not take the seasickness-preventive until 24 hours have passed.

Slightly less than a pint of water will be lost as urine every day, and you cannot prevent this loss. However, if you eat foods containing concentrated protein, such as the dried flesh of fish or birds, your body will have to waste extra water in order to eliminate the by-products of protein in the urine.

Survivors on rubber life rafts or life boats in warm climates will tend to lose unnecessarily large quantities of water when the sun's rays heat their bodies during the daytime. In order to prevent the temperature of the body from rising, sweat is formed by the skin; the sweat evaporates and cools the body. One or two quarts of water may be unnecessarily lost in this manner in one day. The insidious thing is
that the sweat often evaporates so fast from your skin that you don't see it, and, as this "unseen sweating" occurs when you are merely comfortably warm and before you feel really hot, you are not aware that the loss is taking place. Survivors on the wooden doughnut floats, since they are constantly immersed in water, never become so warm that they need worry about water loss by unseen sweating.

The following procedures are recommended to cool the body and prevent water loss by survivors on rubber life rafts, drum-type floats, and lifeboats in warm climates. They should be carried out in the order in which they are listed. The sign that you have carried out the procedures long enough is the appearance of a chilly sensation. Universal in warm climates. They should be carried out to cool the body and prevent water loss by unseen sweating.

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1. Remove all clothing save the headgear, shirt, trousers, and socks and shoes necessary for protection from sunburn. Unbutton your shirt.
2. Expose your lightly clothed body to the breeze as much as possible to obtain maximum cooling.
3. Rig an awning, if possible, protecting your head but not interfering with the passage of the breeze over your body. If you have no awning, you will expose less of your body to the heat of the sun at noon time if you sit upright instead of lying down.
4. Keep your clothes constantly soaked with sea water; you will thus be cooled by evaporation of this sea water and won't have to lose body water as sweat. You can apply the salt water with a bucket, bailing cup, or the like. Rinse accumulations of salt from your clothing so that your skin will not be harmed. In the late afternoon allow your clothing to dry, if possible; otherwise, you may be cold at night, even in the tropics. This technique is the only way you can prevent excessive water loss from the body in warm, bright, or partially overcast days when there is no breeze. It is particularly important to carry it out on lifeboats and drum-type rafts where your clothes are not as likely to be wet automatically by shipped water as they are on life rafts.

Lieutenant Smith, in his story, stated that his clothes were continuously wet during his voyage, which doubtless acted to prevent loss of water from his body by sweating and thereby contributed to his survival. Otherwise he might not have lived for 20 days on his initial supply of three pints of water and the proceeds of a rainstorm which occurred on the twelfth day.

During cool weather, and also during warm weather, if you follow these instructions, some of you will need to drink a minimum of one pint (16 ounces) of water a day to keep a normal amount of water in your bodies. A minimum of a pint and one-half (24 ounces) a day will cover the needs of practically all survivors who are eating little solid food and who take pains to reduce sweat loss to a minimum. The water "balance sheet" may be roughly outlined as follows:

Available to body, 24 ounces as drinking water, and 10 ounces as water from your own tissues which you are consuming to supply your energy; lost from body, 15 ounces as urine, and 25 ounces as water unavoidably evaporated from lungs and skin. It is not harmful that the balance is slightly "in the red," since the body is consuming its tissue and can dispense with the water formerly incorporated in that tissue.

Of course, the drinking of amounts less than the recommended 16 to 24 ounce volume, while not preventing slow drying of the body, will be much better for you than no water at all. If you have no means of measuring water on your craft, remember that for comparison, a coffee cup contains about eight ounces, or half a pint, and that a quart equals 32 ounces.

The following suggestions as to the rationing of water may be helpful:

1. If, just before you abandoned ship or departed on an aircraft mission, you had a good drink of water, you usually need not drink any water for the first 24 hours of shipwreck. Take a drink if you get thirsty, however.
2. On the second day, ration out your water at a rate of one pint (16 ounces) per man each day; if you have abundant water from rain and one pint does not satisfy your thirst, drink a pint and one-half (24 ounces) daily, or more if necessary.
3. Drink your ration in small amounts.
4. If your supply dwindles to a total of 10 ounces per man, use the remaining water merely to wet your mouth and throat from time to time until rain falls.

Since it makes little difference how you ration out your water when you have only small amounts, the methods suggested by various authorities vary considerably. The suggestions offered in the last two paragraphs are based on the opinion that it is best to drink your minimum requirement of one pint daily till your water is practically all gone, with the object of maintaining peak strength as long as possible.

5. If rain falls when you have been drinking only small amounts of water (one pint or less daily), drink your fill slowly over the course of about one hour. Your kidneys will not waste this water under such circumstances. On the next day return to your one-pint allotment.

6. If your rain water tastes salty from sea water which has contaminated it, drink it only if it causes you to vomit or gives you diarrhea when you take it slowly. (Even pure fresh water will sometimes give you diarrhea if you drink it too fast when you are "dry.")

Do not drink urine; your kidneys will immediately remove its fluid from your body, and you will not have gained anything, but will have put back into the body waste materials which it must eliminate.

Finally, a word as to the eating of any fish, birds, or turtles which you may catch. The flesh and entrails of these creatures should be eaten in abundance only if you have large quantities of water, in which case they are valuable foods. If you are drinking

(Continued on Page 46)
The snub-nosed Minneapolis, temporarily patched up after battle, heads through the Pacific for Pearl Harbor.

The Repair Line Comes Through
Cruisers Minneapolis and New Orleans, Battered And Torpedoed in South Pacific, Ready for Action

Navy communiques tell each day the story of United States victories over the Japanese, victories won on three lines—the battle line, the supply line and the assembly line.

Add to these a fourth line—the repair line. Recently reported victories there, scored with typical American ingenuity and energy, have returned two cruisers—damaged almost fatally—to action against the enemy.

The cruisers are the USS Minneapolis and the USS New Orleans, battered but glorious survivors of the Battle of Tassafronga, in which nine Jap ships were sunk on the night of 30 November 1942 off Lunga Point, Guadalcanal.

The Minneapolis was engulfed by flames, smoke and fumes as Japanese torpedoes struck and exploded. Water was a foot deep on the bridge. The Minneapolis appeared doomed. Yet she lives today and fights again.

Equally phenomenal is the story of the New Orleans. This cruiser lost her bow in the battle but got back and was repaired to return to the war.

Japanese communiques previously had “sunk” the Minneapolis several times. Thanks to the naval and civilian personnel who repair ships, those communiques are still untrue.

At midnight 29 November 1942 an American task force, commanded by Rear Admiral Carleton H. Wright, USN, left harbor to steam against a Japanese force attempting to reinforce the enemy garrison on Guadalcanal.

The Minneapolis, commanded by Capt. (now Rear Admiral) Charles E. Rosendahl, USN, was flagship of the task force. Secretary of the Navy Knox subsequently presented the Navy Cross to the Minneapolis’ captain.

At 2305 the next night, the cruiser sighted six Japanese ships. The American force closed in. “Stand by to commence firing,” commanded Admiral Wright. A minute later the Minneapolis opened fire with her eight-inch battery.

The cruiser’s first salvo was near a large transport. The second was a direct hit. The third and fourth straddled the Jap, and she disappeared. Two minutes had elapsed here, in this one engagement. The Minneapolis and another cruiser then combined to sink a Jap destroyer. The bow and stern rose above the water as the destroyer split.

A large Jap destroyer or cruiser began firing at the Minneapolis but was missing. Another U. S. cruiser straddled the Jap ship, and it disappeared beneath the waves.

Around Cape Esperance had come a second group of Japanese warships, identified as two cruisers and two or more destroyers. They had been waiting for the transports to disembark their troops. These ships joined the battle, coming between the two firing forces. When the Minneapolis fired her first salvo, the Japs answered with a spread of torpedoes. The entire Jap group opened fire with its main batteries and then attempted to retire.

The Minneapolis reeled under the blows. The flood of water, however, had the effect of diminishing the fires, and due to the efficient fire-fighting parties, all fires were extinguished.

Officers and men of the Minneapolis rose to the occasion with courage and heroism. The main battery continued firing. All available hands were put to pumping and jettisoning heavy gear to reduce the Minneapolis’ list. For a brief period steering control was lost.

Captain Rosendahl ordered the Minneapolis to proceed to the secluded harbor of Tulagi, 18 miles away. En route to Tulagi the jettisoning of heavy gear was continued. At 1445 the cruiser wormed her way into the tropical harbor, met by a minesweeper whose salvage pumps were set to work on the Minneapolis. The cruiser was moored to coconut trees and stumps.

Salvage operations went full speed ahead, despite frequent air raid alerts, with a Seabee unit assisting. Soon the Minneapolis was ready to begin her long journey home, under escort.

At Pearl Harbor, she had to wait until new boiler tubes were installed. Final repairs were made at Mare Island. Captain Rosendahl and his men wondered how the cruiser had survived, but survive she did.

The New Orleans was damaged in the early stages of the Tassafronga action. Hit by an enemy torpedo, a forward magazine and thousands of gallons of gasoline exploded. The entire forward section of the hull was cut away as far aft as No. 2 turret. This section floated aft along the port side, damaging one of the propellers.

When the cruiser settled approximately 12 feet by the head, only heroic work by her officers and men made salvage possible. Capt. Clifford H. Roper, USN, the commanding officer, reported that he had seen the bow sink off the port quarter, with the guns of...
‘Ship Surgery’ Saves a Gravely Wounded Cruiser

1. Her bow shot away, New Orleans is shown here before temporary bow was put on for cruise home.

2. With a snub-nose, temporary bow, the New Orleans pushes her way into Puget Sound Navy Yard, Bremerton, Wash., for repairs of battle damage. Note that guns have been removed from the No. 2 turret.

3. Temporary bow removed, New Orleans is shown almost ready for the joining of her new bow. No. 1 turret pointing skyward.

The New Orleans headed for Tulagi Harbor, her communications system disrupted, torn pieces of the hull projecting forward and making the ship almost unmanageable. Only the forward bulkheads prevented her from sinking. Aided by a destroyer, she finally reached the harbor.

It was determined there that the New Orleans would have to go to a West Coast shipyard for a new bow, a new No. 1 turret and replacement of all auxiliary machinery originally in the bow.

To make repairs possible, the New Orleans first had to be taken to Australia, 1,700 miles away, where a temporary bow was to be fitted. American ingenuity met the test. Large trees were chopped down and floated to the vessel. Logs were used to shore up bulkheads, limbs and leaves for camouflage from Jap planes flying overhead. Twelve days of tireless work fitted the New Orleans for the trip to Australia. Two destroyers took her slowly southward. At one time the cruiser had to head stern first for 30 hours because a narrow channel forced a course directly into wind and sea.

In Australia the temporary bow was fitted. Several weeks later, the New Orleans reached Puget Sound Navy Yard, covering almost 10,000 miles.

Plans had been made to expedite repairs. Ninety per cent of the new bow had been prefabricated. New auxiliary machinery was ready or on the way. A No. 1 turret was lifted from a sister ship coming in for repairs.

The Puget Sound Navy Yard, in addition to repair work, had to give the New Orleans a thorough overhaul. This was done in record time. The New Orleans went out to fight again.

4. This bow, built in a drydock at Puget Sound, was ready and waiting for the New Orleans when she came in from a slow Pacific crossing after engagement with the Japanese in Battle of Tassafaronga.

5. With repairs almost finished, a new bow is joined to cruiser.

Page 31
NATS Delivers the Goods
Expanded Naval Air Transport Service Carries
8,300,000 Pounds of Cargo and Mail Monthly

An American submarine, thousands of miles from a repair base, was out of action because of battle damage. Ordinarily the sub would have been useless for weeks—until it had been towed to a naval base and repairs made, or parts had been shipped by surface craft. In this case, Naval Air Transport Service flew replacement parts 10,000 miles in 72 hours. The submarine was repaired and had resumed its hunt for Japanese shipping in a few days.

An urgent request for detachable fuel tanks to give Grumman Wildcat fighters greater cruising range was radioed from a South Pacific base. Naval Air Transport planes rushed the tanks across the continent and thousands of miles over the Pacific. They arrived and were installed in time for the Wildcats to surprise and trounce Jap raiding formations far out at sea from the base.

These are just two instances of the hundreds of chores performed by Naval Air Transport Service, which has grown in 25 months from the operation of a single flying boat to 10 full transport squadrons, several ferry units and large contract operations by Pan American Airways System and American Export Airlines.

NATS now carries on scheduled military transport services over a network of more than 65,000 miles, in addition to special and emergency missions which run into tens of thousands of miles monthly. It is carrying about 22,500 priority passengers a month on trips averaging more than 1,200 miles per passenger.

Annually it brings in hundreds of thousands of pounds of urgently needed war materials, such as mica, tantalite and natural rubber. Approximately 8,300,000 pounds of cargo and mail are carried monthly. NATS craft are flying some 3,600,000 plane-miles each month.

During the last half of 1943, NATS increased operations by 70% over the first six months of the year. Further increases are expected in 1944 as more aircraft are assigned NATS squadrons and as the Navy's needs become centered farther from the States.

Although our naval surface units have for years used some utility transport aircraft attached to major fleet commands, NATS is the first regularly scheduled service between the United States and the fleet, wherever it may
go. Its planes fly to the fringes of battle zones, operate through tropical storms and arctic blizzards and fog. They must fly a majority of the routes without radio navigation aids, whose use would betray them to the enemy. In spite of the difficulties and hazards of wartime flight, NATS has achieved an efficiency and dependability equal to that of the pre-war civil airlines.

At present NATS operates under three wing commanders, one in each of the three main areas of naval activity: the Atlantic, the West Coast and the Pacific. The recently established Naval Air Ferry Command is under a fourth wing commander.

The Atlantic wing commander has charge of flights on the East Coast and to the British Isles, Iceland, South America and Africa.

The West Coast wing commander is in charge of transcontinental flights from the East Coast to San Francisco and from the West Coast to Alaska and the Aleutians.

The Pacific wing commander operates flights from the West Coast to Hawaii; from Hawaii to Central, South and Southwest Pacific war theatres and to Australia and New Zealand. From this area comes the greatest demand for NATS—and the demand is increasing.

The wing commander of the Ferry Command controls the deliveries of new combat and other aircraft from the factories, and some shifts of warplanes from one zone to another.

Flying boats are operated from Alameda, Calif., to Pearl Harbor and the Southwest Pacific to Australia. This trip is made in three days.

Land planes are operated up the West Coast to Alaska and the Aleutians. Douglas R4D and R5D craft, specially equipped and winterized, are flown between Seattle and Kodiak, and more advanced Aleutian bases. Land planes also are used between naval air stations at Oakland, Alameda, San Diego, Calif., Patuxent River, Md., and New York.

Along the East Coast, land plane schedules are maintained between Newfoundland, Boston, New York, Philadelphia, Washington, D.C., Norfolk, Charleston, Jacksonville, Pensacola, New Orleans and Corpus Christi. A summer NATS service goes to Greenland and Iceland.

Another route from the East Coast leads south from Norfolk to naval establishments at Guantanamo, Cuba; San Juan, P. R.; Trinidad, and along the east coast of South America to Natal and Rio de Janeiro. From New York, Patuxent River and Miami, NATS flying boats run on schedule to Great Exuma, Bahamas; Guantanamo, Cuba; Portland Bight, Jamaica; Coco Solo, C. Z., and San Juan, P. R. A newer route includes service from the U. S. to Africa, by way of South America and across the South Atlantic.

Capt. D. F. Smith, USN, is in charge of all NATS operations under the Chief of Naval Operations. He and his staff are
Tirely satisfactory. Since production combat types, NATS will continue to bombers to transports has not been able are not the most efficient transport addition, some Consolidated Liberators the RB-125, are soon to be acquired. Martin Mars, and several miscellaneous port use; the Boeing 314 Clipper; the JRZS-1; the twin-engined gull-wing types acquired from the airlines. In coronado PB2Y-3R, converted for use as a transport; the four-engined sikorsky s-44, known in the navy as the JR2S-1; the twin-engined gull-wing Martin PBM-3R, converted for use as a transport; the Boeing 314 Clipper; the Curtiss-Wright Commando, the giant Martin Mars, and several miscellaneous types acquired from the airlines. In addition, some Consolidated Liberators and new stainless steel Budd transports, the RB-125, are soon to be acquired.

The majority of the aircraft available are not the most efficient transport types. Conversion of combat patrol bombers to transports has not been entirely satisfactory. Since production facilities of the country are quite properly devoted almost exclusively to combat types, NATS will continue to carry loads in any equipment available. 

Although NATS' record for airborne cargo is impressive, the true measure of its value lies in the time saved. Every naval undertaking in the South Pacific has benefited by its supply and maintenance operations. For example, a shipment of airplane tires, flown to Guadalcanal, enabled a fighter squadron to remain on duty through a crucial period. Hundreds of similar instances are on record. Blood plasma, and a multiplicity of supplies and equipment required on short notice, has gone to the South Pacific by NATS planes.

Special flights which may depart entirely from established routes are made whenever necessary. They vary from carrying mental cases and wounded to hospitals, to rescue missions and rush jobs of transporting war materials.

When four survivors of a ship sunk off the Newfoundland coast were rescued after days of exposure to intense cold, they were transferred to a hospital at Sydney, Cape Breton Island. Two men developed gangrene. Treatment was unavailable at the hospital, so NATS notified and within an hour a plane was on its way to the hospital. Most of the trip was through a raging snow-storm that took away the plane's antenna and put the radio out of commission. However, the flight was completed and the men taken aboard on stretchers. Returning, the NATS planes again flew through the blizzard, with visibility zero-zero, but it arrived safely at Boston and delivered the patients.

Control and administration of the air priority system is shared by the Navy and the Army. The Navy controls priority on operations across the Atlantic, Pacific and Caribbean, to South America and on domestic lines. The Army controls all priorities of the domestic civil lines as well as those of Pan American in the Caribbean and South America. All other operations of Pan American and the trans-Atlantic service of American Export Lines are under naval priority.

NATS priorities, space control and direction of general policy channel through the Naval Air Priorities Office. Actual certification of priorities is delegated, where feasible, to bureaus of the Navy Department and to field commands in areas through which the air transport system operates. All NATS passengers must have priority and are largely naval personnel. Most of them fly at least 1,300 miles per trip. Each ton of priority cargo averages about 1,800 miles per trip.

Transports return from overseas flights with cargoes of strategic material for American war industry. Among these are industrial diamonds, mica, beryl ore, rubber, quartz crystals, platinum, quinine and totaquine, block talc—without which we would be unable to manufacture radio equipment, camera lenses, precision instruments, and much medical, electrical and chemical war material.

Such cargo during 1943 moved six times faster and 20 times more safely than by surface carrier, it is estimated...
by the Air Cargo Priorities Section of the War Production Board.

New techniques and improved methods of packing developed by NATS are saving American taxpayers more than two billion dollars annually, it is estimated. The wingtip of a Martin bomber, when shipped crated to NATS, weighed 825 pounds. Uncrated and stowed aboard a NATS transport with nets, it tipped the scales at only 175 pounds. Another example of weight saved by repacking was a stabilizer for a Helldiver which, with the box in which it was shipped from the factory, weighed 1,060 pounds. NATS uncrated the stabilizer and stowed it aboard a transport at a weight of 160 pounds.

Naval packing experts, in trying to reduce weight of packing material, had two goals in mind. First, they wanted to increase the payload; second, they were anxious to save packing material, which was becoming scarce.

Since cargo shipped, for example, from Detroit to Honolulu might go part of the way by air and part by surface vessel, NATS established offices at certain ports of embarkation to repack cargo shifted from surface transport to aircraft for overseas shipment.

When Goodyear bullet proof 200-gallon gasoline tanks for patrol bombers were first being delivered to the Navy, they came from Akron in heavy wooden boxes weighing 110 pounds each. Thus boxed, nine of the tanks could be shipped on a Douglas transport. NATS uncrated the tanks, repacked them in corrugated cardboard, eliminating 107 pounds of packaging per tank and increasing the payload by three extra tanks per shipment. In addition, scarce wooden crating was saved, enabling Goodyear to use the same boxes over and over.

Trained pilots, navigators, flight engineers, mechanics and other technical personnel, many of them with thousands of hours of airline experience, were plentiful two years ago when NATS was inaugurated. As the organization expanded it became obvious that a training program would have to be set up. This was solved through the Aviation Training Division, then under BuAer. A transitional training school was established at Fort Worth, Tex., operated by American Airlines. A similar school was set up later at Roanoke, Va., where prospective NATS pilots were instructed by Pennsylvania-Central Airlines captains.

Graduates are sent to NATS squadrons as co-pilots, and undergo many more months of intensive instruction before they can qualify as plane commanders. After hundreds of hours of experience in command of domestic and coastal services, pilots are transferred to squadrons operating the long, over-ocean routes with four-engine planes.

Flight engineers are instructed at the Naval Training School (Flight Mechanics), LaGuardia Field, New York, by competent Pan American engineers.

Ground mechanics learn by practice and experience at the Navy-United Airlines Training Center, Oakland, Calif. Operation and maintenance of various types of radio equipment used in NATS planes is taught at the Air Transport Radiomen’s School, Naval Air Station, Jacksonville, Fla. As in the case of pilots, training of other technical personnel is continuous after assignment to squadrons.

The flight orderly, an enlisted man assigned to each plane in transit, is trained to load properly and tie down cargo; to handle the paper work necessary in manifesting cargo and passengers for each flight; and to act as steward throughout the flight.

Besides rendering a vital service in the prosecution of the war, NATS will pass on to commercial airlines after the war the technical knowledge gained in millions of miles of operation. It has compiled operating manuals for both land and seaplanes, incorporating its findings.

Distrust of Jap trickery, plus some inherent caution, probably saved the lives of three Marine telephone trouble-shooters at Bougainville. They were sent out to repair a wire from the front lines to an artillery unit’s firing position. This is the way Corp. Byron J. Griffith of Lisbon, Ohio, tells it: The lines led smack through the jungle. We started moving up the wire trail we’d cut through the brush. It was dark, but just ahead of us there was a small clearing. We figured the “short” on the line was a little ahead of us. Suddenly, we got a notion that the “coiled out” wire might be a trap.

So instead of going to the “short,” we brought the “short” to us. Sure enough, the wire had been snipped by the Japs, the insulation torn, and the bare ends twisted together to create a “short.”

Just then, we heard a noise in the trees about 30 yards ahead. We looked in time to see a Jap sniper tumbling to the ground. He got away because we weren’t carrying grenades. You can’t see more than a few yards ahead of you on the ground. The smart Jap had cut the wire and put the ends in the clearing, lining us up for a sweet target when we came to repair it. When we didn’t fall for it, he fell out of the tree trying to shift so he could get us. We fooled him.

—and highly trained personnel are factors in the achievements of NATS’ thundering sky freighters.
More Reason for Winning the War

There is no need to add editorial comment to the official report, printed on page 10, of the atrocities perpetrated by the Japanese against American prisoners of war. The facts can stand alone, and each reader will have his own reaction to them.

But, in light of these atrocities, there is little more to be said on another subject, one which should be on our minds constantly: winning the war.

We have known all along that winning the war with Japan meant really winning it—desirously defeating the Japanese navy, carrying the battle to the Japanese mainland, achieving an unconditional surrender, taking from Japan all the territory it has been taking from others and plundering for decades, and moving in to guarantee that a Japanese threat will not arise again.

We have known all that because of Pearl Harbor, even if we didn’t know it earlier—when Japan took Korea, for instance, or Manchuria, or when it brutally and ruthlessly attacked China, or even when it bombed the USS Panay.

We knew it very strongly right after Pearl Harbor—but it has been a long, hard struggle since then until we could mount the attack and strike back to win.

But now that we are striking back, the determination that kept us going through the dark night might have been in danger of disappearing in the bright morning light of action. The practical plane of doing things has a way of crowding out even the reason which prompted it in the first place. It becomes mechanical, detached, cold, without a meaning except its own workings.

We might have come to take our war with Japan that way, just fighting to get it over with so we could come home to the ways of peace again.

MIGHT have—but now we won’t. We know again why we are at war, what we are fighting for, why we must win.

That reminder, come to us in the shock of the atrocity revelations, will steel us to what it takes—the determination to attack—ATTACK—all the way to Tokyo.

Quotes of the Month
- Tojo: “The enemy was able to move forward his bases partly because of material superiority and partly because he succeeded in cutting our sea lanes.”
- Churchill (after second bout with pneumonia): “I’m still too weak for painting but I’m strong enough to wage a war.”
- Admiral Nimitz: “Advances in the Pacific need no longer wait on the war in Europe.”
- Gunner’s Sgt. James M. McGee, USMC: “I got lost on Bougainville and was awakened by a Jap bugler blowing reveille. I got right out of there.”
- Lt. James W. Dougherty, USMC: “There’s one advantage in dive bombing gunners who keep firing at you. They make better targets.”
- Cdr. J. J. Tunney: “The morale is best in the front lines. Farther back, they gripe because they’re not up front.”
THE MONTH'S NEWS
(Period of 21 January through 20 February)

Fall of Marshalls, Raid on Truk Highlight a Month of Grave Reverses for Japs, Nazis

The War

Three months ago Americans were locked in bloody hand-to-hand combat with confident Japanese in the Gilbert Islands. As last month drew to a close, our forces had pulverized the Marshall Islands, had captured the largest of those atolls—Kwajalein—and invaded the one farthest west—Eniwetok—and powerful U. S. Navy task forces were making the first assault on the great ocean bastion of the enemy at Truk (story on page 2). Twenty-six months after the Japs thought they had permanently flattened our fleet at Pearl Harbor, we were grimly reaching for the first rung in the 2,100-mile "ladder" of islands which climbs straight to Tokyo.

In the South Pacific, General MacArthur announced that the Solomon Islands campaign was "strategically completed" with the occupation of the north end of the archipelago and the neutralization of battered Rabaul. In Italy we established a beachhead just below Rome, withstood relentless counterattacks of the surprised Nazis and, as the month ended, were reinforcing and hitting back. In Burma, Chinese troops penetrated 60 miles to seize an important valley. In Russia, the Red Army continued a series of separated drives and reported inflicting the greatest single disaster on the German army since Stalingrad. In the "Battle of the Atlantic," the Allies won another round.

After months of careful planning and weeks of detailed preparation "the greatest fleet the world has ever seen" bore down on the Marshalls in the closing hours of January (story on page 8). Striking deep inside the two chains of atolls, the greatest naval bombardment in history tore apart the defenses. The Japanese had had 30 years to prepare. It took us exactly one week to blast them out of all-important key positions.

Meanwhile, there were further dis-
tractions for Tojo even while the Marshalls assault was in operation. First our planes and then, on 3 February, a surface force raided Paramushiri and Shimishu bases in the Kurile Islands, which stretch from the Japanese homeland north toward the Aleutians.

Then 10 days after we anchored units of our vast fleet in Kwajalein harbor, our carrier-based planes made their first strike at Ponape, in the Carolines, 414 miles from Truk. The next day, 17 February, Admiral Nimitz announced that “powerful naval task forces” had begun the assault on Truk. The results—19 Japanese vessels sunk, 201 enemy planes destroyed—he called “a partial settlement” for Pearl Harbor.

From the south, another spearhead was inching its sharp point in the direction of Truk. On 15 February, New Zealand and American troops landed and occupied the Green Islands and the northern end of the Solomons archipelago. This isolated approximately 20,000 Japanese, said General MacArthur, “assuring their death by starvation and disease.” How securely these enemy troops were pocketed was proven a day later when 15 ships of a convoy attempting to supply them were destroyed by reconnaissance and patrol planes.

The landings followed by five days the final contact of American and Australian soldiers who sliced through the Huon Peninsula, met, and turned on Madang. A total of 14,000 Japanese had been killed or had died of starvation in this campaign.

Meanwhile, Allied tanks appeared in Burma and British submarines appeared in the South Pacific. One submarine sank a Jap cruiser of the Kuma class and three large cargo ships. Our own subs were busy, also, continuing to cripple Jap shipping with a total of 26 merchant ships sent to the bottom. An air raid on Rabaul, 25 January, bagged 83 Jap planes and numerous ships.” In all, our forces shot down or destroyed a total of 400 Jap planes during January and carpeted Rabaul harbor with wrecked vessels. On 9 February our air patrols reported that virtually all Jap warships had fled Rabaul, where nine days later great fires were set and shore batteries silenced by the first bombardment of the fortress by Allied warships.

On 22 January, Americans and Brit-
separate air units ripped and tore at the coastal defenses and key points along the invasion wall. So vicious was this bombing that the Germans evacuated 25-mile-deep stretches along the Pas-de-Calais coast. Raids by 2,000 U. S. heavy bombers and escorting fighters on eight Luftwaffe production centers on 20 February knocked out a fourth of Nazi fighter plane output.

On 17 February, General Eisenhower inspected the armies training for the invasion in England. "If you fight like you train," the general told them, "God help the Nazis."

Gen. Eisenhower's opponent, Field Marshal Gen. Karl von Rundstedt, also had something to say: "There will be no evasion and no withdrawal in my theater. The coast and its deeply echeloned fortifications will be defended to the last. Behind the coastal forts a system of field fortifications and strong points has been built, including large-scale mining of the ground, flooding arrangements for swamping and anti-tank walls and traps more effective than the Maginot Line. Water obstacles against enemy landings and broad minefields on the beach will create obstacles for any attack even before the enemy can get a foothold. We have taken secret measures against air-borne landings."

There was little in Von Runstedt's grim warning, Allied leaders intimated, that they didn't expect and hadn't prepared to overcome. Within Europe there was tension for the Nazis, also. After two bombings of Helsinki, the Finns and the Russians were reported holding secret peace meetings. Although there were still 120,000 Nazi troops in Finland, observers were confident that the Russians and Finns could find some mutually profitable agreement.

In day-long short-wave broadcasts early in February, French underground leaders received instructions from Britain on their role when invasion day arrives. The Vichy government threatened Frenchmen who, it admitted, have obtained arms, munitions and supplies dropped by Allied planes at remote, prearranged spots. Late in January the Nazis evacuated Helgoland, North Sea island fortress of World War I, and were reported sponsoring mass arrests and deportation of Norwegians preparatory to turning that captive country over to the Quislings and the Gestapo.

The month's score in the "battle of the Atlantic"—Allies 5, Nazis 1. The first Allied sea victory came when a large and important convoy successfully fought off a determined four-day attack by submarine wolf packs and enemy planes (see communique of 22 January, page 42). It was the first time in which the glider bombers, submarines and Nazi rocket planes had coordinated in an attack on a convoy. Our plane escorts and surface fighter planes broke up one attack after another and the Nazis could never form for a concerted assault. Their losses were serious.

The Navy also announced that "early in January" the USS Omaha, USS Jonett and USS Somers caught three German blockade runners in the South Atlantic. The runners were loaded with rubber, tin, fats, oil and other cargoes from Japan. One was sunk by gunfire; two others were scuttled when hit.

American patrol planes also got two U-boats in the South Atlantic, one near Ascension Island. The total submarine bag now shared by America and Brazil in that area is 18.

Recently, however, a heavily loaded Allied troop transport was sunk "in European waters." More than 1,000 lives were lost, many of them Americans. Another 1,000 were saved. It was the first time a loaded transport had been sunk in the European theater.

The Red Army lifted the two-and-a-half year siege of Leningrad on 21 January, driving back the Nazis and capturing thousands of prisoners. Five days later these Red units were striking toward Estonia, and on 2 February they crossed the Estonian border. Early in February, five Nazi divisions were trapped in a Red advance northeast of Krivoi Rog and four infantry divisions and three tank divisions crushed near Apostolvo. Another Red column advanced in mid-February almost to Pekov. On 18 February Marshall Stalin announced that the Red Army had "liquidated" 10 divisions and one brigade of the 8th German Army, surrounded near Korsun, after a 14-day battle in which 82,000 Germans were killed and 11,000 surrendered.

COMMITTED: Jack, a Belgian Shepherd who was wounded in action, is one of six Marine dogs recently commended for outstanding performance of duty against the enemy on Bougainville.

CAPTURED: These are German Merchant Marine officers captured after three Nazi blockade runners were sunk by U. S. warships in the South Atlantic. (See communique of 4 February, page 44.)
Allied armada stretches as far as the eye can see during landings below Rome to flank Nazis in Italy.

**Navy News**

- The USS Missouri, probably the largest and most powerful of the world’s battleships, slid down the ways 29 January at the Brooklyn Navy Yard. She will displace 52,000 tons when completed, and will cost in excess of $100,000,000. When the Missouri and her sister ship, the Wisconsin, launched in December, are completed later this year, the U.S. will have 23 battleships in commission, considerably more than any other nation.
- Chiefs of three Navy bureaus were promoted from rear admiral to vice admiral last month. They are Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel; Vice Admiral Ross T. McIntire (MC), USN, Surgeon General of the Navy and Chief of the Bureau of Medicine and Surgery, and Vice Admiral Ben Moreell (CEC), USN, Chief of the Bureau of Yards and Docks.

- The U.S. destroyer Wainwright and the British destroyer Calpe cooperated recently to destroy a German U-boat in the Mediterranean after Allied aircraft had shadowed the sub for 36 hours. The Calpe made a sound contact at 0816, and at 1447 the U-boat surfaced under the unrelenting depth-charge attacks of both destroyers. After a short surface engagement the American destroyer planned to ram the sub, but abandoned this when it became apparent the craft was doomed. Comdr. Walter W. Strohbehn, USN, commanding officer of the Wainwright, said in his official report that it was “a pleasure to work with” the British warship.

- The Navy’s “Terrible Twins”—the fighter planes Corsair and Hellcat—improved their ratio of destroying five Jap planes for every American plane lost during 1943. The box score: 884 Jap planes destroyed, 170 American fighter planes lost.

The Corsairs, operating from land bases, with Marine flyers as pilots in most cases, accounted for 884 Jap planes, while losing 108. Hellcats, which did not make their debut until the Marcus Island raid on 1 September, destroyed 90 Jap war craft and lost 62. The Helcats have been used from carriers with Navy pilots at the controls.

- Figures on enemy planes destroyed by the “Terrible Twins” tell only part of the story. In almost every action of the current Pacific campaign, these six-gun, 400-mile-an-hour fighters have encountered battleships, cruiser destroyers, harbor defenses, fuel and supply dumps, troop concentrations, radio stations, troop and supply barges, etc.
- To preserve fresh fruits, vegetables and meat overseas, the Navy has installed 5,000,000 cubic feet of mechanical refrigeration. The Bureau of Yards and Docks has designed a special 150-cubic-foot electric refrigerator which is used at new bases. Others with capacities up to 6,600 cubic feet are used at larger bases. Because batteries left outside in humid, hot climates deteriorate rapidly, the refrigerators are sometimes used for storing certain types of batteries.

- The popular belief that Japanese soldiers live on a diet of rice and dried fish is refuted by the Naval Medical Research Institute, after a study of foods and rations captured at Kiska. It was found that the Japs issued rice and enriched flour of excellent quality, nutritionally efficient dehydrated food, peas, beef stew, condensed milk—and even candy. Vitamin pills or concentrates used by the Japs appeared to be of good quality.

- Vice Admiral John H. Towers, USN, last month relieved Vice Admiral John Newton, USN, as Deputy Commander-in-Chief of the Pacific Ocean Areas, and will serve under Admiral Chester W. Nimitz, USN, Commander of the Pacific Fleet. Admiral Newton will be deputy to Admiral William F. Halsey, Jr., USN, Commander of the South Pacific Forces. Admiral Towers has, for the past year and a half, been responsible for the training and administration of all naval aviation in the Pacific.

- To man the rapidly expanding fleet, the Navy is planning to draw on several sources to obtain the necessary experienced officers for amphibious craft, cargo transports and destroyer escorts. A larger number of experienced enlisted personnel will be commissioned; graduation and commissioning of Naval Reserve Officer Training Corps students will be advanced; officers training groups may be speeded up; and more general service officers will be commissioned from civilian life. There were 219,279 regular and reserve officers in the Navy on 31 December, and the peak has not yet been reached in ships or men.

- War bond sales to Navy civilian and uniformed personnel in January totaled $30,070,575, nearly twice the sales of January, 1942, and approximately 11 times the sales of January, 1942. During last January, 92% of the Navy’s civilian employees participated in the payroll savings plan, and invested 13.3% of their gross pay in bonds.
The Navy Department has no plans to discontinue the V-12 college program, it was announced last month in response to a number of inquiries concerning reports the program would be terminated.

"The U.S. Navy is still expanding," the announcement said. "The urgent need for technically trained young officers continues, and the colleges and universities participating in the V-12 program are doing a splendid job of producing such officers. While changing wartime conditions may, from time to time, necessitate revision in the quotas for the program in order to conform with the needs of the service, the Navy does not contemplate discontinuance of the program."

• Vice Admiral William E. Reynolds, USCG (Ret), former commandant of the U.S. Coast Guard and the first member of the Coast Guard to attain flag rank, died recently at the age of 84: Admiral Reynolds fought in the Spanish-American War and World War I. On 12 August 1881 he planted the American flag on Wrangell Island in the Arctic Ocean and claimed it for the U.S.

• Representatives of management and labor engaged in building the Navy's huge amphibious fleet turned out recently on a cold, bleak morning before dawn at Solomons, Md., to witness a full-dress rehearsal of landing operations. Executing a simulated attack upon a hostile shore, landing craft of various types rushed to the beaches. Wave after wave came in, discharging their cargoes of men, jeeps, trucks, bulldozers and other paraphernalia of war. Planes dived on the incoming forces. Executions were made back of the beaches. The show was staged by the Navy's Industrial Incentive Division, headed by Rear Admiral Clark H. Woodward, USN, to stress the importance of increased landing-craft production to fulfill 1944 invasion plans.

• Attractively designed plastic pins are being distributed to all civilians employed one month or more by the Navy Department within the continental U.S. and in Hawaii. The pins were developed in response to widespread demands by commandants, commanding officers and civilian employees of the Navy's shore establishments for some recognition of this character. This emblem is the first step in a program which will include recognition awards to civilian employees who perform outstanding or meritorious service to the Navy.

• Thirty thousand tons of waste paper were collected by the Navy during 1943 and sold for $300,000, and this record will be stepped up at least 50% during 1944, according to Rear Adm. William R. Young (SC), USN, BuAer A chief. With 2,100,000 officers and men now in the Navy, the collection averaged about 30 pounds per capita. Navy yards at Norfolk and Charleston now have balers, bins for segregation of various classes of paper, storehouses and loading platforms. The only paper burned by the Navy is that containing secret, confidential or restricted information.

• Col. William P. T. Hill, USMC, was promoted to brigadier general and appointed Quartermaster of the Marine Corps in brief ceremonies 1 February. General Hill, 48 years old, is a veteran of 26 years of commissioned service in the Marine Corps, including service in the Azores, Alaska, China and Haiti. He succeeds Maj Gen. Seth Williams, USMC, who has been retired from active duty.

Home Front

The new "streamlined" system of induction into the armed services was inaugurated last month. "Screening" is eliminated; 1-A men can report for induction at any time. Unless then placed in 4-F, they are accepted and start an immediate 21-day furlough with no subsequent furloughs until earned. Men will be sworn in at camps, not induction centers. Japanese-Americans will be conscripted but may ask to serve elsewhere than the Pacific. Heretofore, they have been taken as volunteers only.

* * *

The Fourth War Loan drive closed 15 February with a $14,000,000,000 quota oversubscribed by $191,000,000

* * *

While Americans were still shocked by the story of Japanese atrocities to prisoners of Bataan (page 10), the SS Grijalbom sailed 15 February to repatriate Americans and South Americans imprisoned in France and Germany. The exchange of prisoners will be effected in Portugal.

* * *

The War Production Board revealed late in January that construction of 508 Navy ships set a new record in 1943. The 1944 goal is almost 50% higher. Last year's ships included two 45,000-ton battleships, 11 cruisers, 16 destroyers, 20 carrier escorts, 128 destroyers, 306 DE's and 36 submarines.

* * *

As the training season neared, many big league baseball owners and managers believed the game would never get through the coming season. The new draft classifications continued to cripple rosters. There was some doubt that all cities could field teams. St. Louis, always overburdened with young talent, has one rookie pitcher on its 1944 roster. Lt. Gen. Brehon Somervell stated that nearly 70% of the major league players are in the services and that 1,500,000 kids from sandlot teams have proven themselves good soldiers.

* * *

For the first time since the great strikes of 1919-20, New York City had to open emergency coal centers. Chilled customers bought 50 and 100 pounds at a time and lugged the coal home themselves.

* * *

USO-Camp Shows were gradually disbanding and contracting their American camp recruits, which wrote a new chapter in the history of show business. USO officials explained that major efforts are now being directed to bigger and better shows to be sent to the fighting fronts and advanced bases.
THE WAR AT SEA
Official Reports: 21 January Through 20 February
United States Navy communiques and press releases are separated by dashes from excerpts of other communiques.
All dates East Longitude unless otherwise indicated.

21 JANUARY

Navy Department Communiqué
No. 497
Pacific and Far East

1. United States submarines have re-

sented the sinking of 13 enemy vessels in

operations in these waters as follows:

u. One large tanker, one medium

cargo transport, one small transport, seven

medium freighters and two small freighters.

2. Our planes attacked enemy shore posi-

tions in support of the following:

a. The first group attacked enemy instal-

lations on the southern coast of the island

at midnight. Antiaircraft fire was en-

countered and one aircraft was ineffectively

engaged of our planes. All planes of this

group returned safely.

b. The second group, three hours later,

bombed enemy shore positions in the northern

part of Paramushiru Island. No enemy planes

were encountered by this group and all

U. S. aircraft returned safely.

U. S. Pacific Fleet Press Release

Wade was radioed on the afternoon of 20

January (West Longitude date) by Libe-

rators of the 7th Army Air Force. We lost

one plane. Ventura search planes of Fleet Air

Wing 2 damaged an enemy cargo transport

near Maloelap on 18 January.

LONDON, Admiralty—One of His Majes-
ty's submarines operating under the com-

mand of the Eastern Fleet has destroyed a

Japanese cruiser of the Fumi class in the

northern approaches to Malacca Strait and

also sunk three large Japanese supply ships.

The cruiser was sighted in company of a

destroyer. Two hits were observed on the

cruiser, which sank. The enemy destroyer's

counterattack was ineffective.

LONDON, Air Ministry—In the Channel

area, an RCAF squadron attacked three

enemy destroyers, one of which was hit and

sank. Two additional Netherlands and French

vessels, including three destroyers, were

damaged. No fighter opposition was

encountered on all these missions and all

our planes returned safely.

ALGIERS. Navy—British destroyers bom-

bed two enemy submarine installations in

Southwest Asia, damaging a U-boat and

strafing several other vessels. Our planes

returned safely.

American's submarines have re-

sented the sinking of 13 enemy vessels in

operations in these waters as follows:

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area, an RCAF squadron attacked three

enemy destroyers, one of which was hit and

sank. Two additional Netherlands and French

vessels, including three destroyers, were

damaged. No fighter opposition was

encountered on all these missions and all

our planes returned safely.

ALGIERS. Navy—British destroyers bom-

bed two enemy submarine installations in

Southwest Asia, damaging a U-boat and

strafing several other vessels. Our planes

returned safely.
enemy was finally driven off, the action lasted nearly two and a half hours. During the battle, only two ships of the convoy sustained any damage. Several attempts were made to attack the escorting ships, but with little success.

During the following day a Liberator on patrol near Glibom and Valsgave was attacked by 222 aircraft which attempted to close with the convoy. With the enemy finally beaten off, the convoy proceeded without further incident.

23 JANUARY
Navy Department Communicate
No. 499

1. On the morning of 23 January two groups of Navy bombers bombed enemy installations on the southwest coast of Sardinia. Anti-aircraft fire was encountered but no enemy planes were shot down. All U.S. planes returned without damage.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Timor—Our long-range fighters destroyed three coastal vessels. In the evening, dropping over 20 tons of bombs on the seaplane base and in the cantonment area. No fighter opposition was encountered, two were shot down and a third crippled. All our planes returned safely.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Timor—Our night air patrols sank five cargo ships and an oil tanker. We also sank two of the ships which were later beached. Direct hits were scored. Of 80 enemy fighters attempting to intercept, 21 were shot down and four others probably destroyed. ... Hanua Bay: Our light naval forces sank three troop-laden barges. ... Roil Coast: Our light naval forces sank a southbound barge. ... Empress Augusta Bay: Our light naval forces shelled enemy positions near Motupena Point.

NEW DELHI, Southeast Asia Command—Two coastal vessels and a 100-ton merchant vessel were left in flames and probably sunk by U.S. heavy bombers of the Strategic Air Force.

24 JANUARY
U.S. Pacific Fleet Press Release

Planes of the 7th Air Force and Fleet Air Wing 2 carried out attacks on six atolls in the Marshalls during 23 January (West Longitude time). In the afternoon of 22 January, a Liberator on patrol near Jaluit in the Marshall Islands at dusk 22 January. (West Longitude time) took off for an air strike raid on Wotje Atoll and Kaven Island in Maloelap Atoll. At Wotje a cargo ship was attacked by fighters and strafing, with damage to our planes. The Japanese lost three planes. All our planes returned safely.

Chungking, 14th U.S. Air Force—Mitchells of the Chinese-American Wing, on a repeat sweep over the southern coast China, attacked a group of seven merchant ships. One, 5,600-ton freighter was seriously damaged and probably sunk.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Timor—Our night air patrols sank three cargo ships of 1,000-tons were set afire and two others severely damaged. Several barges along the shore of Matupi Harbor were also damaged. At Rabaul: A cargo vessel in Matupi Harbor was found on fire and two other vessels were damaged. We suffered no losses.

25 JANUARY
U.S. Pacific Fleet Press Release

Heavy bombers of the 7th Army Air Force attacked Wotje Atoll in the Marshall Islands at dusk 23 January. (West Longitude time) and dropped approximately 90 tons of bombs. No fighter opposition was encountered. All our planes returned safely.

Chungking, 14th U.S. Air Force—Mitchells of the Chinese-American Wing, on a repeat sweep over the southern coast China, attacked a group of seven merchant ships. One, 5,600-ton freighter was seriously damaged and probably sunk.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Timor—Our night air patrols sank three cargo ships of 1,000-tons were set afire and two others severely damaged. Several barges along the shore of Matupi Harbor were also damaged. At Wotje Atoll: Three cargo ships of 2,500-ton were sunk. All our planes returned safely.

26 JANUARY
U.S. Pacific Fleet Press Release

Seventh Army Air Force and Fleet Air Wing 2 aircraft attacked four Marshall Island atolls on 24 January (West Longitude time). Three atolls were raided twice during the day.

Army fighters and dive bombers made a low-altitude, striking shore installations with bombs and machine-gun fire. We encountered no resistance and we lost no aircraft. A small-scale attack was made on Mille in the evening. We suffered no losses.

Wotje was attacked by Army Mitchell bombers in the afternoon, with bomb hits on gun emplacements, installations and living quarters. All planes returned to their bases. There was no fighter opposition. A small-scale heavy bomber attack was made on Wotje in the evening, with no fighter opposition and no losses by our forces.

13 Army medium bombers attacked Tarou, in the Marshall Islands, with bombs and machine gun fire. We encountered one of which was shot down. All our planes escaped.

Army heavy bombers raided Tarou in the evening, dropping 20 tons of bombs on shore installations. This time there was no fighter opposition, and none of our planes was lost.

Naval search Liberator encountered three small enemy airships with air cover of five fighter bombers, which attacked and shot down three of the fighters.

Chungking, 14th U.S. Air Force—Mitchells of the Chinese-American Wing on 24 January attacked a Japanese convoy off the coast, sinking one 1,700-ton passenger-cargo vessel, two 2,000-ton freighters, one 2,700-ton passenger-cargo vessel and one 1,100-ton cargo boat. They also damaged one 2,700-ton vessel and attacked and shot down five enemy aircraft.

Other Mitchells on a sweep between Hong Kong and Nampang Island sank another 3,700-ton vessel. All our planes returned safely.

LONDON, United Nations—It can be officially announced that German raiders sank a hospital ship and attacked two others.

The ships were well outside the invasion zone near Netuna, Italy. They were lighted and carried official marks as laid down by the Geneva International Code. It is expected that comparatively few lives were lost. The survivors paid tribute to the resourcefulness of the British naval

LONDON, Admiralty—The Admiralty regrets to report the loss of H.M.A. destroyer Holcombe.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Reporit—Small groups of Navy bombers sank five cargo ships and an oil tanker. Three barges were destroyed at Cape sylvia... Hanau Bay: Our light naval forces sank three troop-laden barges. ... Roil Coast: Our light naval forces sank a southbound barge. ... Empress Augusta Bay: Our light naval forces shelled enemy positions near Motupena Point.

NEW DELHI, Southeast Asia Command—Two coastal vessels and a 100-ton merchant vessel were left in flames and probably sunk by U.S. heavy bombers of the Strategic Air Force.

27 JANUARY
U.S. Pacific Fleet Press Release

Kwajalein, Maleolap and Mille Atolls were bombed by 7th Army Air Force planes on 25 January (West Longitude time). More than 35 tons of bombs were dropped on Kwajalein in an afternoon raid. No enemy planes were encountered. One bomber was wrecked on the ground during the raids on Tarou and Maleolap. Of 30 enemy fighters which intercepted our planes, one was shot down and three were damaged by anti-aircraft fire. All our planes returned. Ground facilities on Mille were in a morning raid and several planes severely damaged and may have sunk an oiler and one escorting ship.

Cairo, Middle East Air—British aircraft attacked shipping off Port Said and Alexandria in the evening. Of 20 enemy planes which attacked our planes, five were shot down and three were damaged by anti-aircraft fire. All our planes returned. The harbor of Piraeus was again attacked.

LONDON, Air Ministry—A medium merchant vessel, two small merchant vessels, and two escort ships were damaged off the Norway coast by RAF and ROCAF Beaufighters.

28 JANUARY
U.S. Pacific Fleet Press Release

Kwajalein, Maleolap and Mille Atolls were bombed by 7th Army Air Force bombers on 26 January. More than 70 tons of bombs were dropped. No enemy planes were encountered. One bomber was wrecked on the ground during the raids on Tarou and Maleolap. Of 30 enemy fighters which intercepted our planes, one was shot down and three were damaged by anti-aircraft fire. All our planes returned. Ground facilities on Mille were in a morning raid and several planes severely damaged and may have sunk an oiler and one escorting ship.
Medium bombers of the 7th Air Force attacked Nauru in daylight 27 January. Wotje was attacked in the afternoon. Dive bombers and fighters made an attack on Mili and one of our planes was shot down. Heavy bombers dropped 47 tons of bombs on both Taros at dusk. All our planes returned.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kavieng area: Hits were scored on destroyer and a gunboat convoy by our night air patrols. — Dit: Our heavy units sank a 1,000-ton enemy cargo ship... Eupress August 1.

Our naval units shelled enemy positions, starting fires.

See communiqué of 26 January.

See communiqué of 27 January.

29 JANUARY
U. S. Pacific Fleet Communiqué

Pacific Fleet carrier task forces have made attacks on the Marshalls bases today, including Torae, Wotje, and Kwajalein.

BERLIN, Nazi broadcast—"Since 22 January in attacks against enemy shipping at the Nettuno beachhead, the Luftwaffe has sunk five destroyers, five freighters and seven landing craft. Three cruisers, six destroyers and 41 freighters have been damaged."

30 JANUARY
U. S. Pacific Fleet Press Release

During the night of 28-29 January, Army and Navy bombers carried out operations against enemy atolls in the Marshalls: Wotje, Maloelap, and Namur. A total of 17 tons of bombs was dropped on the atolls. A flight of Navy search planes shot down two of 12 attacking Zeros without loss to our planes.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kavieng area: Our night air patrols blew up the four 2,000-ton enemy vessels with two direct hits.

31 JANUARY
Navy Department Communiqué

No. 500

Pacific and Far East

1. U. S. submarines have reported the sinking of 14 vessels in operations against the enemy in waters of these areas as follows:

Sunk:

Two large transports, one medium transport, one medium tanker, one medium cargo ship, one medium cruiser, one medium submarine, one cargo ship, one large schooner and one enemy tanker between Seattle, Washington and Esquimalt, B.C., on the night of 29-30 January sank a large sea-going ship, an enemy tanker and an enemy freighter.

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

U. S. Pacific Fleet Communiqué

Our carrier task forces today continued their attacks on Kwajalein, Roi, Maloelap, and Wotje. During the day, surface forces bombarded the same objectives while carriers extended their objectives to include bombing of Eniwetok.

U. S. Pacific Fleet Press Release

Seven more B-24's and four high altitude Air Wing 2 bombers attacked the principal Marshalls bases during the night of 29-30 January. A total of 47 tons of bombs were dropped in these attacks which were coordinated with attacks by carrier-based squadrons during the last two days.

1 FEBRUARY
U. S. Pacific Fleet Communiqué

Powerful forces of all types commanded by Rear Admiral Mitscher, Pacific Fleet carrier task forces have landed on Kwajalein and Namur Islands in the Southern Carolines and are making their attacks on land targets. In co-operation with the land forces, American naval forces have initiated beachhead operations against Wotje, Maloelap and Namur Islands.

U. S. Pacific Fleet Press Release

Navy carrier forces attacked Torae and Roi on 29 January, shot down enemy planes and damaged five on the ground. One enemy fighter was shot down at Wotje. Fuel and ammunition dumps were set afire. Our reported losses are comparatively minor, several pilots were rescued. On 29 January aircraft in our air attacks damaged 18 enemy planes at Roi, machine-gunned and bombed 51 others on the ground. Aircraft and other installations were heavily hit.

Carrier Food A-29 sank the ship after it was hit by our aircraft. The ship was destroyed by enemy action and no enemy planes were encountered.

ALGIERS, Navy—Our light naval forces in the Mediterranean under the command of Vice Admiral John J. Clark, Mediterranean Fleet, have landed on Beaches at Suda Bay, the southernmost point of the Mediterranean Peninsula, and destroyed an enemy transport and a cruiser.

2 FEBRUARY
U. S. Pacific Fleet Communiqué

Our forces have captured Roi Island, but our carriers stationed in the lagoon. They have attacked Kwajalein and Namur Islands and the action is progressing favorably. This will be completed. The enemy force has been reduced to the northwestern portion of the island, and on Kwajalein our attackers have landed and are pushing the enemy back.

Continuous bombardment of the beaches by our ships, planes and land-based artillery enabled our forces to make landings on the three principal objectives with little resistance. We have suffered no naval losses and casualties are very moderate. It is now apparent that the attack went well.

Cairo, Middle East Air—Several enemy vessels were sunk and many severely damaged by RAF and USAF planes yesterday.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kavieng Bay: On the night of 29-30 January, a 1,000-ton enemy freighter left the coast with two direct hits.

3 FEBRUARY
U. S. Pacific Fleet Communiqué

Our forces have captured Namur Island and several adjacent islands.

Resistance continues in Kwajalein but we have landed troops and equipment in force and are proceeding with the elimination of the enemy-held positions.

ALGIERS, Navy—Light coastal forces in the Adriatic sank two more schooners near Silba. An enemy patrol craft was sunk in the Libyan Sea. British destroyers bombarded ports below Ancona.

4 FEBRUARY
Navy Department Communiqué

No. 501

On the night of 29-30 January, two Navy Catalinas from the Aleutian Islands bombed enemy installations on the southwestern coast of the Aleutians and only one of the enemy was observed. No enemy planes were encountered. Both our planes returned.

Navy Department Communiqué

No. 502

Within the space of 48 hours early in January, three German blockade-runner ships had been sunk by the U. S. Pacific Fleet. The Maribo, sent to the bottom of the South Atlantic by own forces of the U. S. Navy, was already under the command of Vice Admiral Robert L. Ghormley.

The enemy ships sunk were the Burgenland, Rio Grande, and Westerland, en route from North Africa to the Far East. Their holds were filled with thousands of tons of copper, tin, rubber, etc.

The blockade runners were sunk by the two ships of the U. S. Pacific Fleet, the Omaha and destroyer uss Jouett. A large number of prisoners were picked up following the sinkings. In the sinkings, Navy search planes found the enemy ships, sent to the bottom of the South Atlantic, and directed our ships' gunfire to complete their destruction.

The survivors fell to the enemy alone, while the other two were scuttled by their crews and their sinking hastened by gunfire from the destroyers.

Summoned by planes, the survivors found her target in the darkness of early morning and, identifying the vessel as hostile, opened fire with her main battery of five-inch guns. The first salvo hit the Wes- erland, forcing the crew to leave their ship. The destroyer then sank the vessel after internal explosions were set off by the crew as they left. Survivors were picked up at daylight.

A setting plane from the Omaha and a lookout in the ship's forecastle were the first to sight the Rio Grande. As the Omaha and Jouett closed in, the stranger burst into flame, the result of detonation charges placed in the ship. Two American warships fired six-inch and five-inch shells into the blockade-runner and she soon sank.

On the following day the Omaha and Jouett attacked two more enemy warships, which approached a similar scene to that enacted by the Rio Grande took place. However, destruction was completed as in the former case by shellfire.

Hundreds of tons of baled rubber found floating amid the debris after the sinking of the two warships are now on their way to the United States.

U. S. Pacific Fleet Press Release

Seventh Army Air Force aircraft bombed Mili and Roi, Marshall Islands, on 3 February. More than 13 tons of bombs were dropped on Drddo and Wettie. Operations are being continued.

Anti-submarine equipment, in the seventeen enemy submarines, was damaged by our planes.

Cairo, Middle East Air—RAF planes dropped more than 2,000 tons of bombs on Wotje and Torae, Marshall Islands.

5 FEBRUARY
U. S. Pacific Fleet Press Release

Operations at Kwajalein Atoll continue satisfactorily. Our forces have landed on Ebena, north of Kwajalein. We have now
occupied half the island. Gugegwe and Lol have been taken under attack by bombing. Our casualties moderate.

Kwajalein, Eboye and Lol Islands have been captured by our forces.

Carri¢er-based aircraft struck Eniwetok, 3 February, dropping many tons of bombs and naval surface units on the island and its harbor. On the same day Warhawk fighters of the 7th AAF attacked Kure and Hatak. Wake was bombed on 4-5 February by two squadrons from Fleet Air Wing 2 of our carriers planes flying from Wotje and Maloelap. On 2 February, Navy night patrol vessels set fire from Wotje, Ujelang and Tanoe. None of our planes was lost.

CHURINGI NG, 11th U.S. Air Forces—A small convoy was attacked on a sea sweep off the Southeast China coast. Three 4,600-ton vessels and three 1,700-ton ships were sunk with another 1,700-ton vessel probably sunk. All our planes returned.

ALIERS, Navy—Our light coastal forces in the North Pacific destroyed 33 enemy vessels and four barges. Six convoy ships were attacked off Formosa the night of 1-2 February, taking prisoners in each case.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Two small enemy destroyers, one of which was probably sunk. Our light units in the area are ready for any further action.

U.S. PACIFIC FLEET PRESS RELEASE

U.S. Pacific Fleet Press Release

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the northern end of the Solomons Archipelago, Navua and several other towns secured the occupation of the Green Islands by New Zealand and American troops. An estimated 20,000 enemy troops dispersed through Choiseul, Shortland, Bougainville and Marcus to be isolated from sources of supply at Rabaul. Starvation and disease are certain to ensue. For all strategic purposes, this completes the capture of the Solomons Islands.

LONDON, Admiral—Naval aircraft from HMS Furious successfully defended an Atlantic convoy against an attack by aircraft last Saturday. The enemy consisted of a mixed group of 11 planes. Four Grumman Wildcat fighters went up to intercept the enemy, shot down two attackers and damaged a third. The convoy was undamaged and all our aircraft landed safely.

16 FEBRUARY

U.S. Pacific Fleet Press Release

Liberalizations of the 74th USAAF struck transports off Rabaul last night (West Longdate). More than 65 tons of bombs were dropped on shore installations. A small cargo ship was sunk. Air attacks on enemy-held bases in the Marshalls continue. Maji Island, the eastern Marshalls, was attacked 14 February.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Koning: Continuing our attacks on enemy-held altitude, the town was left a mass of flame. A 1,000-ton freighter was beached, a 6,000-ton tanker which was beached, a 6,000-ton tanker and damaged a submarine. A small cargo ship was sunk. In the face of enemy’s hard-pressed units in the Bis-Mark Archipelago. Our heavy and medium aircraft went up to intercept the enemy’s hard-pressed units in the Bis-Marshalls. Our heavy and medium aircraft went up to intercept the enemy’s hard-pressed units in the Bis-Marshalls.

The much-publicized statement that one can easily "wring water out of fish flesh with a cloth" is not true. The attempts of most of those who have tested the theory have been quite unsuccessful. Special presses are required to extract the fluid from fish flesh; the fluid extracted by some of these presses is so high in protein and salt that it is not considered a satisfactory substitute for water. Attempts to "chew water" out of fish flesh usually result in reducing the flesh to mush without the production of useful water. Fish is to be considered as food, not as a source of water.

Sea Water (Continued from Page 29)

Algeria, Nadir—Gunfire support by our ships has crushed the enemy in the Agues area. Patrols of torpedo boats of the U.S. Navy intercepted enemy destroyers or miscellaneous approaching north of Cape in 17-18 February operations were delivered by the I.T. boats. These results were not observed.

London, Admiral—During recent patrols in the North Atlantic, Mediterranean, and Far East, His Majesty’s submarines have destroyed a total of 19 enemy ships.

20 FEBRUARY

Pacific Fleet Communique

The Pacific Fleet has returned to Truk the vessel damaged by the torpedoes. Our carrier planes delivered by the I.T. boats. Results of these were not observed.

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shipment to Davao on the island of Mindanao, with stops at Cebu and Ilolo.

The voyage took 11 days. The hold was filthy and vermin-infested. Some prisoners were lucky enough to get a place on the junk-filled, rain-swept deck. Two men died on the trip. On the beach the Americans were unloaded at Lungsang Lumber Co., near Davao. The sun treatment for two hours followed, and then the group was forced to march more than 15 miles to the penal colony. Many were so weakened they fell by the roadside. In this instance, Japanese picked them up, threw them into trucks, and carried them along.

It developed that the Japanese commanding officer at the penal colony, which in peace times had been operated for criminals by the Philippine Bureau of Prisons, was disturbed when he saw the condition of the Americans. He had requested able-bodied laborers. Instead, he shouted, he had been sent walking corpses.

In spite of the condition of the prisoners, they were without exception put to hard labor—chaplains, officers, and enlisted men alike. Colonel Dyess, barefooted for a month and a half, was forced to clear jungle and plow every day.

During Colonel Dyess' 361 days as a prisoner of war, he received $10 a month. To get the $10 he was forced to sign a statement saying he had received more than $250, with clothes, food, and lodging. No clothes were issued until American and British Red Cross supplies began to arrive at Davao, an event Colonel Dyess' statement describes as "the salvation of the American prisoners of war."

Food was slightly better at Davao. In addition to rice, the prisoners received once a day a small portion of mango beans, and some camotes, green papayas, casavas, or cooking bananas. However, most of the prisoners already were suffering from beri beri and the food was not sufficient to prevent the disease from progressing. Although oranges and lemons were abundant in the vicinity, the Japanese would not allow prisoners to have them. The brutality of Japanese officers continued. One lieutenant habitually beat prisoners. According to the statement of Colonel Mellnik, this lieutenant had done most of his fighting at the rear when in action, and had been assigned to prison duty as a punishment. He avenged himself on the prisoners.

The camp commandant made a speech to the prisoners shortly after their arrival.

"You have been used to a soft, easy life since your capture," he said. "All that will be different here. You will learn about hard labor. Every prisoner will continue to work until he is actually hospitalized. Punishment for malingering will be severe."

These orders were rigidly enforced. When Colonel Dyess, Colonel Mellnik, and Commandant McCoy escaped from Davao in April, 1943, only 1,100 of the 2,000 prisoners there were able to work.

The arrival of two Red Cross boxes for each prisoner early in 1943 caused joy beyond description among the prisoners, according to the statements of the three officers. The boxes contained chocolate bars, cheese, canned meats and sardines, cigarettes, a portion each of tea, cocoa, salt, pepper, and sugar. Most important of all, quinine and sulfa drugs were included.

The Red Cross supplies had been received aboard a diplomatic ship in Japan in June, 1942. The prisoners never learned why it took them seven months to reach Davao.

A few days before Commandant McCoy, Colonel Mellnik, Colonel Dyess escaped from Davao on 4 April 1943, one of the American prisoners, a hospital orderly, was wantonly murdered by a Japanese sentry.

The orderly was digging camotes. Colonel Mellnik reported, outside the hospital stockade and directly beneath a watch tower. It was an extremely hot day. He called to a fellow prisoner to toss him a canteen from the stockade. As the orderly was about to drink from the canteen, the Japanese sentry in the tower shouted at him angrily.

To show that the canteen contained only water, the orderly took it from his mouth and poured a little on the ground. Apparently because he did this, the sentry trained his rifle on him and fired. The bullet entered at the neck and shoulder and came out at the hip.

The orderly cried out: "Don't shoot me again."

The sentry fired two more bullets into the man's body. He then emptied his clip at the man inside the hospital stockade, who ran for his life and was not hit.

What Is Your Naval I.Q.?

1. What canal and what bridge are factors in determining the size of U. S. warships?
2. You would find a barbette under: (a) a scupper; (b) a rudder; (c) beauty salon; (d) a turret
3. Name the first five U. S. naval vessels commissioned by Congress.
4. "Flying the milk run" usually refers to: (a) a monotonous or routine flying assignment; (b) flying to a supply base for additional rations; (c) target towing for gunnery practice; (d) flying students on practice missions.
5. What part of a ship is said to be "betwixt wind and water"?
6. When rendering a hand salute properly, the forearm is inclined at an angle of: (a) 25 degrees; (b) 30 degrees; (c) 45 degrees; (d) 65 degrees.
7. Why is the magnetic equator a good place to adjust compasses?
8. When the ship was hit, the sailor said, "I'm up the pole." What did he mean?
9. Who was the first commissioned officer (afloat) of the U. S. Navy?
10. In what historical event did the USS Olympia—now a relic—participate?

(Answers on page 60)
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.

**Lt. (jg) Frederick C. Cross, Jr., USNR, Lunenburg, Mass. (posthumously):** While serving as a bomber pilot with the Atlantic Fleet, he sustained mortal wounds and his plane was crippled in an engagement with an enemy submarine. Despite his wounds, he managed to drop depth charges across the sub's bow and make a perfect water landing with his ship. Still clinging to the helm, he eventually succumbed to his injuries, his final thoughts concerned only with the safety of his ship.

**George S. Filewaki, HA1c, USNR, Dickson, Pa. (posthumously):** When the detonation of an enemy bomb set off numerous fires and filled the turrets of the USS Savannah with smoke and toxic gases during the invasion of Italy, 11 September 1943, he risked his life to enter one of the turrets and coolly evacuate the personnel. Unmindful of his own danger, he continued his unselfish service until he was overcome.

**Commissary Steward Cited By Belgium**

George Trotter, CC5h, USNR of Brooklyn Park, Md., has been awarded the Maritime Medal by the Belgian government for first aid and care to a Belgian woman. The citation reads: “Night and day, Trotter did not cease to minister unspiringly to the survivors of the SS Canberra. On account of his devoted care, several of the survivors have retained the use of their limbs.”

**ADMIRAL (then Vice Admiral) Raymond A. Spruance, USN, Indianapolis, Ind.:** In a position of great responsibility as Commander, Central Pacific Force, he conducted the assaults on Tarawa, Makin and Abemama with daring strategy and brilliant employment of his units. The result of this vital operation assured success in opening the Central Pacific Area to U. S. forces.

**Rear Admiral Arthur S. Carpender, USN, Washington, D. C.:** As Commander, Southwest Pacific Force from 11 September 1942 to 26 November 1943, he employed forces under his command with such skill that many operations were successfully accomplished and many territories freed from Japanese occupation.

**Capt. James H. Doyle, USN, Jamaica, N. Y.:** Displaying gallant determination and outstanding ability on the staff of Commander Amphibious Force, South Pacific, he participated in the occupation of Guadalcanal, Tulagi and all subsequent phases of the Solomon Islands campaign. Subjected to numerous air attacks and bombardments, he maintained courage, perseverance and devotion to duty that contributed in large measure to the success of our forces.

**Capt. Irving T. Duke, USN, Richmond, Va.:** As an operations officer of a joint Army-Navy staff during the planning and later occupation of Attu and Kiska, May-August 1943, he skillfully correlated the movements of the various elements of the assault forces and contributed in a large measure to the success of the operations.

**Capt. Charles W. Gray, USN, Chicago, Ill.:** Operating under extremely difficult weather conditions, the sub-
ADDITIONAL RECOGNITION—FALL 1943

ADMIRAL HALSEY RECEIVES ANOTHER GOLD STAR: For his “brilliantly planned offensive” which drove the Japs from the South Pacific Area, Admiral William F. Halsey, Jr., USN, received a Gold Star in lieu of a second Distinguished Service Medal recently at a ceremony in the office of Secretary of the Navy Knox. He is shown at the left of Secretary Knox, with Admiral Ernest J. King, USN, Commander-in-Chief of the U. S. Fleet and Chief of Naval Operations.

RECEIVES NAVY CROSS: Rear Admiral J. F. Sharroth, USN, deputy commander of the South Pacific Force (left), congratulates Capt. Thomas J. Ryan, Jr., USN, after presenting to him the Navy Cross. In the second battle of Kula Gulf, Captain Ryan’s destroyer squadron contributed materially to the destruction of four and possibly six enemy vessels.

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maritime force under his direction carried out numerous hazardous combat missions. By his brilliant leadership and skill, the force acquired invaluable information and inflicted severe damage to the enemy.

**Capt. William M. Moses, USN, Alamosa, Colo.:** As gunnery officer on the staff of Cinclant from 21 September 1941 to 1 June 1943, he displayed marked ability in the development of antisubmarine weapons and tactics and in the establishment of a sound convoy policy.

**Comdr. Jack S. Dorsey, USN, Jacksonville, Fla.:** At an advanced base in Aleutian waters, he maintained his ship in efficient fighting condition despite extremely bad weather and carried out numerous hazardous missions, contributing greatly to the success of our forces in this area.

**Comdr. Thomas B. Fitzpatrick, USN, Flemington, N. J.:** As commander of a warship during the seizure of Attu, he displayed excellent training of all departments, officer personnel and landing craft crews, and contributed greatly to the success of the operations.

**Comdr. Ira E. McMillian, USN, Honey Grove, Tex.:** As gunnery officer of a joint Army-Navy staff during the planning phases of the Attu and Kiska operations, and later with the commander of the assault forces, he formulated a bombardment plan with utmost skill and efficiency and was responsible for the success of this phase of the operations.

**Comdr. William C. Specht, USN, Yuma, Ariz.:** By keen initiative, untiring effort and outstanding skill, he was largely instrumental in establishing the Torpedo Boat Training Center at Melville, R. I. In addition, he was personally responsible for many valuable improvements in torpedo boat design as well as for adoption of new torpedo launching gear.

**Comdr. Samuel M. Tucker, USN, Jackson, Miss.:** As communications officer of a joint Army-Navy staff during the planning phases of the Attu and Kiska campaigns, and later with the commander of the assault force, he formulated a communications plan with utmost skill and was responsible for its successful functioning.

**Comdr. Quentell Violett, USNR, New York, N. Y.:** As officer-in-charge of the Naval Petroleum Unit during the occupation of Sicily, he organized and set up petroleum installations and later rehabilitated captured facilities with a minimum loss of time.

**Lt. Comdr. Ward Cheney, USNR, New York, N. Y.:** Voluntarily making trips into the forward territory and exhibiting brilliant leadership, he gave outstanding service to the Commander, South Pacific Force from September 1942 through September 1943. He effectively covered widespread operations against the enemy during his tour of duty in the area.

**Lt. Comdr. William P. Mack, USN, San Francisco, Calif.:** As aide and flag lieutenant to the commander of the assault force during seizure and occupation of Attu and Kiska in May and August 1943, he formulated the visual section of the communications for these attacks and was responsible for the fine handling of many ships by visual signals.

**Lt. Comdr. Norvell C. Ward, USN, Indian Head, Md.:** During his fifth war patrol in enemy waters, he brought his submarine close inshore through poorly charted waters to the reef-encircled coast of an enemy-held island and rescued a large number of personnel, including personnel invaluable to the Allied cause. His sub also sank a loaded enemy freighter and damaged another ship.

**Lieut. John R. Cain, USNR, Quincy, Mass.:** As commanding officer of a patrol craft during the invasion of Italy, he maneuvered his ship through unswept enemy mine fields and shelling from shore batteries without damage or casualties among his crew. Later he exhibited great skill in evasive tactics, enabling his ship to fulfill its mission.

**Lieut. William D. Steel, USNR, Hempstead, N. Y.:** Although under heavy gunfire and determined enemy aerial assault during the amphibious invasion of Italy, he brought his six waves of landing craft, with personnel and equipment safely ashore in the re-
Commandants of five naval districts have been awarded the Legion of Merit for outstanding service and leadership during the past two years, when U-boats were being driven from our coastal waters and naval activities were being expanded. They are Rear Admiral William H. Allen, USN, commandant of the Sixth Naval District and Commander, Eastern Sea Frontier; Rear Admiral John Downes, USN, Ret, former commandant of the Ninth Naval District and commandant of the Great Lakes Naval Training Station; Rear Admiral Ralph S. Holmes, USN, commandant of the Eleventh Naval District and Commander, Western Sea Frontier; Rear Admiral James L. Kauffman, USN, commandant of the Seventh Naval District and Commander, Gulf Sea Frontier; Rear Admiral Clifford E. Van Hook, USN, commandant of the Fifteenth Naval District and Commander, Panama Sea Frontier.

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**Admiral Allen**

**Admiral Downes**

**Admiral Holmes**

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LOGISTICS DIRECTOR HONORED: Rear Admiral Oscar C. Badger, USN, has been awarded the Legion of Merit for his services as Assistant Chief of Naval Operations for Logistics Plans and director of the Logistics Plans Division from December, 1942, to January, 1944. He exercised brilliant organizing and planning skill and outstanding executive ability in connection with the logistic support of our naval effort in all theaters of war.

on the enemy. He also furnished invaluable suggestions and information for the control of his own ship against hostile units.

*Lt. Frank W. Ayers, USNR, Spokane, Wash.: As torpedo officer in a destroyer during an engagement against numerically superior Japanese forces, he directed his men in making repairs expeditiously and judiciously. He was responsible in a large measure for maintaining his ship’s efficient fighting condition.

*Lt. (jg) James M. Tidball, USNR, Indianapolis, Ind.: As commanding officer of an LCI during the assault on Okinawa, he maneuvered his ship to the beach and disembarked troops although the ship was severely damaged. He demonstrated exceptional skill while under heavy machine-gun and mortar fire from the beach.

*Ensign Ivan T. Rich, USN, Honolulu, T. H.: In charge of the fuel oil handling in his vessel, he performed essential duties with great skill during a long engagement against numerically superior Japanese forces. He greatly contributed to maintaining his ship’s offensive power during a period when any loss of control would have imperiled all hands.

*Leonard B. Markeson, CQM, USN, White Bear Lake, Minn.: As quartermaster and helmsman aboard a submarine during three war patrols in enemy waters, he carried out his duties with outstanding skill and assisted his commanding officer in sinking 21,966 tons of hostile shipping.

*Francis G. Peters, PhB, USN, Elizabethtown, Tenn.: Despite almost impenetrable underwater growth, Peters volunteered to accompany a patrol on a hazardous assignment to clean out Japanese who were enduring per-
days later he scored a direct hit on a seaplane tender. He executed combat missions in the area from 1 February through 25 July 1943.

**Lt. (jg) Thomas J. Aylward, USNR, Highland Park, Ill.:** As co-pilot of a patrol plane during an engagement with an enemy submarine in the Atlantic, he aided in pressing home an aggressive attack on the submarine even though he was painfully wounded in the head and leg by a direct hit, which also shattered the plane's starboard engine. He later aided in effecting a perfectly water landing.

**Lt. (jg) Gerald F. Boyle, USNR, St. Louis, Mo.:** During a Japanese dive-bombing raid on Rendova Island, he destroyed a bomber at close range and, discovering a Zero pursuing one of his comrades, blasted it out of the sky. As he pulled out of his engagement, he discovered another threatening Zero and destroyed it with a full deflection shot. From 21 June to 17 July 1943 he participated in 22 combat missions.

**Lt. (jg) Carroll R. Campbell, USN, Los Angeles, Calif.:** After leading a group of torpedo planes against an enemy corvette in Kahili harbor area, he spotted a hostile supply vessel and, turning back alone despite threat of enemy plane assault, delivered a masthead-level attack which completely destroyed the loaded craft. From 26 April to 17 July 1943, he took part in numerous missions and completed three extremely hazardous operations.

**Lt. (jg) John E. Dryden Jr., USNR, Kansas City, Mo.:** As commander of a PBY, he took full advantage of cloud cover and brought the plane down in a quick attack on an enemy submarine sighted on the surface. Sweeping low to discharge depth bombs and rake the deck, he got the big plane safely out of range before a tremendous explosion lifted the submarine completely out of water, broke it amidships and completely destroyed it.

**Lt. (jg) Theodore M. Holmes, USNR, Omaha, Wash.:** During a coordinated attack on an enemy submarine in the Caribbean, he pressed home a strafing run and three determined depth charges in close proximity to the vessel and contributed materially to its ultimate destruction and capture of the crew. (INFORMATION BULLETIN, Jan. 1944, “A Nazi U-Boat Fights Back.”)

**Lt. (jg) Malcolm J. Miller, USNR, Denver, Colo.:** Under particularly adverse weather conditions, his weather recon patrol plane during a night attack on Kahili harbor with such skill that a following plane was able to locate, hit and damage a cargo vessel. On another occasion he fought off attacking Zeros with such skill that his turret gunner was enabled to shoot down one and possibly another. He served as air liaison officer during hazardous missions from 26 April through 17 July 1943.

**Lt. (jg) William R. Weiss, USNR, Gainesville, T. E. (posthumously):** Participating in 10 missions from Henderson Field, Guadalcanal, he contributed to the damage of enemy fortifications and the sinking of a destroyer. In a daylight strike on enemy shipping at Kahili he was attacked by three fighters, and, although his radioman was mortally wounded and his plane riddled, made a safe landing. Later he executed three hazardous low-level runs with his plane under continual searchlight illumination.

**Lt. (jg) William H. Winner, USNR, Topeka, Kan.:** Sighting an enemy cargo vessel in Kahili harbor in the light of flares dropped by another plane, he succeeded in severely damaging the craft despite severe antiaircraft defense. He executed many dangerous missions in the Solomons from 26 April through 17 July 1943.

**Sidney William Quick, CAP, USN, Rhinelander, Mo. (posthumously):** By skillful participation in nine missions from Henderson Field, from 26 April to 5 June 1943, he contributed greatly to the damaging of Japanese fortifications and the sinking of another destroyer. In a daylight attack against enemy shipping he countered an attack by several Japanese fighters and enabled his gunner to shoot down one of them.

**Joseph A. Swan, ACRM, USN, Marietta, Ohio; William E. Swan, Jr., ARM2c, USN, Philadelphia, Pa.; James D. Parrent, ARM2c, USN, Bay City, Mich., and John S. Wall, ARM2c, USN, Jacksonville, Fla.:** While serving as gunners aboard a scouting plane attached to a warship during the occupation of Sicily from 10 July to 19 July 1943, they participated in many dangerous spotting and reconnaissance missions which carried them deep into enemy territory and contributed immeasurably to the success of our air operations.

**Edward J. True, ACRM, USN, South Ozone Park, N. Y.; Robert E. Maples, ARM1c, USN, Oakland, Calif.; Joseph L. Schradle, ARM1c, USN, Selo, N. Y., and Ralph J. Smith, ARM2c, USN, Castle, Ohio:** As gunners attached to a scouting plane aboard the USS Sase-nah, they participated in numerous
scouting and reconnaissance missions during the invasion of Sicily 10-19 July 1943. These missions carried them deep into hostile enemy territory and despite heavy anti-aircraft and air opposition they contributed immeasurably to the success of our operations.

- Frederick L. Gibson, ARM1c, USN, Dayton, Ohio; Richard Shafer, ARM1c, USN, Albany, Ore.; Claude E. Tavernier, ARM2c, USN, Whittier, Calif., and Anthony F. Hogg, ARM3c, USN, Lebanon, Ill.: As gunners of a scouting plane aboard the USS Philadelphia during the invasion of Sicily 10 July to 19 July 1943, they made numerous reconnaissance missions deep into hostile enemy territory. Their courageous and efficient devotion to duty contributed greatly to our air successes in this operation.

- Douglas W. Pierson, ARM2c, USN, Glen Ridge, N. J. (posthumously): On 10 July 1943 he accompanied his pilot from the USS Philadelphia on an extremely hazardous flight seven miles into Sicily to spot and report long-range gunfire although he was fully aware of the presence in the vicinity of enemy aircraft of superior speed and armament.

- Mackey M. Prutilpac, AOM2c, USN, Glenolden, Pa.; and William Henry Ryan, Star City, W. Va. (posthumously): Although seriously wounded while carrying out a vital spotting mission over enemy territory during the assault on Sicily, he assisted his pilot in avoiding danger by accurately and efficiently indicating the sources of anti-aircraft fire, thus contributing to the safe return of the plane.

- Shirley Ramsey, ARM3c, USN, Oakland, Md., and William Henry Ryan, ARM2c, USN, Glenolden, Pa.: Participating in numerous spotting and reconnaissance missions in a scout plane attached to the USS Philadelphia during the invasion of Sicily 10 July to 19 July 1943, they flew deep into enemy territory and contributed immeasurably to the success of our air operations.

- Leonard D. Frazier, QM2c, USN, Nashville, Tenn.: Serving in a submarine in Japanese infested waters, he volunteered to help man a rubber boat, carrying out a vital spotting mission in a scout plane during the invasion of Sicily 10 July to 19 July 1943. Although seriously wounded while avoiding danger by accurately and efficiently indicating the sources of anti-aircraft fire, thus contributing to the safe return of the plane.

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HERO OF CORREGIDOR: Rear Admiral C. A. Lockwood, USN, commander of Submarines Pacific, pins the Silver Star Medal on William C. Boston, TMc, in a ceremony at Pearl Harbor. During the prolonged siege of Corregidor, Boston risked his life on numerous occasions to carry out vital missions.

*Richard D. Endean, CSK, USN, Chicago, Ill.: When a pilot attempted a forced landing 8 July 1943 and his plane crashed and burst into flame, Endean extricated the injured and helpless flyer just before the plane was consumed by fire.

*John Z. Espe, ACOM, USN, Marshalltown, Iowa: While unloading bombs from an airplane 1 July 1943, his boat was set afire by an incendiary bomb dropped from the rack. He risked the danger of further fires and explosions to throw the remaining bombs overboard and dispose of detonators already dangerously hot. His prompt and brave action prevented probable injury to personnel.

*Herman J. Fredette, CEM, USN, New London, Conn.: His coolness and unfailing good humor were great assets to morale of a submarine crew on patrol in enemy-controlled waters during which many enemy ships were sunk or damaged by the ship in which he served.

*Vernon A. Rhodes, CY, USN, Salem, Oreg.: During seven strenuous war patrols in dangerous enemy waters, he performed his duties as chief yeoman and recorder of a fire control party with initiative and uncommon valor.

*James C. Chain, SMc, USNR, Salem, Ohio: He struggled through the icy water off 3 foot bay, Aon, Alaska, 28 August 1943, to effect the rescue of a shipmate who, unable to swim, was rapidly being carried toward the open sea. He remained fighting the fire until a launch arrived and picked them up.

*Logan J. Drury, MMc, USN, Ottawa, Ill.: During the rescue of survivors floating helplessly through the flames until all hope of saving the stricken vessel was gone.

*Arsenio R. Del Fattore, RMc, USNR, New York, N. Y.: While his two comrades dived over the wall of fire to save a picket boat, he extinguished the blazing plane and released the pilot who was blinded, trapped and with his clothes aflame. He remained fighting the fire until all hope of saving the pilot was gone.

*John D. Wither, CMM, USN, Waubun, Minn., and Edgar O. Roberson, Slc, USNR, Valdosta, Ga.: Bringing their own craft safely to the beach during the assault on Sicily 10 July 1943, the five men observed several soldiers floundering helplessly in the water after their landing boat had capsized. Making repeated trips, they brought survivors to shore and skillfully administered artificial respiration. Their courage undoubtedly helped save the lives of many men who might have perished.

*Miri J. Farrar Jr., Cox, USCGR, Virgina Beach, Va.; Howard A. Myers, Slc, USNR, Augusta, Ga.; Gene A. Watkins, Cox, USN, Marietta, Ga.; Howard A. Myers, Slc, USNR, Waubun, Minn., and Edgar O. Roberson, Slc, USNR, Valdosta, Ga.: Bringing their own craft safely to the beach during the assault on Sicily 10 July 1943, the five men observed several soldiers floundering helplessly in the water after their landing boat had capsized. Making repeated trips, they brought survivors to shore and skillfully administered artificial respiration. Their courage undoubtedly helped save the lives of many men who might have perished.

*Herman H. Kramm, GMc, USCGR, Albany, N. Y.: Volunteering to man a small boat in the rescue of survivors from the USS Plymouth 5 August 1943, Kramm and several comrades went to the rescue of survivors floating helplessly down and in turbulent seas. He worked tirelessly in helping keep the boat from flooding or being smashed and assisted in picking up several men from the shark-infested waters.

*LeRoy T. Netterville, ARMc, USNR, Greenville, S. C. (posthumously): Thrown clear by the crash of his plane near Port Lauderdale, Fla., 3 August 1943, he risked his life to return to the blazing plane and release the pilot who was blinded, trapped and with his clothes aflame. He removed the pilot to a place of safety, built a smudge as protection against mosquitoes and covered 10 miles of difficult swampy terrain, including swimming a canal, in his search for aid. He succumbed 8 August from injuries and exposure.

*Frank L. O'Brien, SPc3, USN, Suffolk, Mass., and Jacob M. Krinsky, 5c, USN, Brooklyn, N. Y.: While working with a Seabee detachment, they...
discovered one of their shipmates caught in a strong undertow while attempting to swim ashore. They fought through the heavy surf to the man and supported him until he could be reached with a lifeline.

**Norman B. Scaife, EM3c, USN, Bowling Green, Fla.:** While attempting the rescue of a shipmate washed overboard, 29 September 1943, he dove into dangerous waters and, after swimming out of control in the mountainous seas, discovered one of their shipmates caught in a strong undertow while attempting to swim ashore. He hesitatingly leaped into the surf to assist in their rescue. He skillfully applied artificial respiration, enabling the men to return to their units.

**Charles Pfeife, F lc., USN, Ashtabula, Ohio (in action):** Bringing his own raft safely to the beach during the assault on Sicily, he observed several soldiers in the water after their boat had capsized. He hesitatingly leaped into the surf to assist in their rescue. He skillfully applied artificial respiration, enabling the men to return to their units.

**Robert J. Gamble, Stc., USN, Buffalo, N.Y. (posthumously):** Robert W. Simons, Stc., USN, Tampa, Fla. (posthumously), and Richard M. Smith, Stc, USNR, Greenwood, S.C. (posthumously): During the sinking of the USS Plymouth 5 August 1943, with no thought of their own danger, they hesitatingly gave their life jackets to shipmates. Entering a compartment to obtain other jackets for themselves, they were trapped and lost their lives.

**Basil D. Izzo, Stc., USNR, Barre, Mass.:** Thrown into the sea when his ship was attacked and exploded 2 November 1942, he gallantly fought off delirium and death during a 2,200-mile trip on a raft with two companions. Subsisting on fish, birds and rainwater, and tortured repeatedly by vain hopes of rescue, he bravely disregarded his own plight to uphold the morale of his companions.

**Jacob Klein Jr., Stc., USCG, Cleveland, Ohio:** With utter disregard for his own safety, he swam three-fourths of a mile offshore into the Gulf of Mexico to reach two stunned and exhausted men whose life jackets had been fouled following the crash of an Army bomber into the sea. He towed both men to shallow water and safety.

**Robert J. Gamble, Stc., USN, Buffalo, N.Y.:** While serving in the Armed Guard crew he jumped over the side of a charred life boat he retrieved and processed into smoke and flames. He made a dead stick landing at sea 30 minutes later.

**Lt. (jg) James H. Harms, USNR, Chatham, Ill.:** In a period of intense activity in the Solomon Islands from 21 June to 18 July 1943, he led 33 combat missions. During an interception by a large force of Japanese planes, he unhesitatingly launched his squadrons against the enemy. Though under continual illumination by enemy searchlights, he attacked these planes repeatedly. The cockpit of his plane was damaged in making a dead stick landing at sea without injury to the plane's crew.

**Lt. (jg) John P. Ayres Jr., USNR, New Orleans, La.:** In the sinking of four enemy destroyers and three cargo vessels and the damaging of one light cruiser and three destroyers.

**Lieut. Howard U. Bush, USN, Coronado, Calif.:** In addition to numerous combat missions, he led his torpedo squadron on three night operations in the Kahili-Shortland area 26 April to 17 July 1943 and, although subjected to intense antiaircraft defense, damaged at least two hostile vessels. He also contributed materially to the sinking of four enemy destroyers and three cargo vessels and to the damaging of one light cruiser and three destroyers.

**Lieu. George H. Gay Jr., USNR, St. Paul, Minn.:** As section leader and later as squadron commander, he led his flyers on numerous missions in the Solomon Islands between 8 March and 25 April and from 24 July and 26 August through 30 September 1943. He scored many hits on assigned targets and contributed greatly to successful attacks against shore installations, airfields and shipping.

**Lt. (jg) John M. Cleary, USN, Buffalo, N.Y.:** When an enemy submarine was sighted by their PBY patrol plane, they rendered valuable assistance to the plane commander in launching a 14-plane flight to intercept a Japanese attack on our shipping at Guadalcanal 16 June 1943, he shot down a dive bomber. He also participated in numerous patrols, task-force covers, escort missions and fighter sweeps despite intense concentrations of antiaircraft fire.

**Lt. William N. Leonard, USN, St. Petersburg, Fla.:** Sighting approximately 35 Zeros during one interception assignment over the Russell Islands, he led his outnumbered 16 fighters into combat although they had been in the air over three hours. In the ensuing action, he accounted for two of the 14 Zeros destroyed by his flight without the loss of a single pilot. He completed numerous other missions from 27 April to 11 July 1943.

**Lieut. William A. Shryock, USNR, St. Paul, Minn.:** While serving in the Armed Guard crew he jumped over the side. He contributed materially to the sinking of four enemy destroyers and three cargo vessels and the damaging of one light cruiser and three destroyers.

**Lt. (jg) Stetson C. Beal, USN, Lisbon Falls, Me.:** Lt. (jg) Walter B. Calhoun, USNR, Meridian, Miss., and Lt. (jg) John M. Cleary, USN, Buffalo, N.Y.: When an enemy submarine was sighted by their PBY patrol plane, they rendered valuable assistance to the plane commander in launching a 14-plane flight to intercept a Japanese attack on our shipping at Guadalcanal 16 June 1943, he shot down a dive bomber. He also participated in numerous patrols, task-force covers, escort missions and fighter sweeps despite intense concentrations of antiaircraft fire.
tttributed materially to the sinking of three Wildcats was intercepted by the unhesitatingly joined a raging air blast of fire. Lt. (jg) Raymond B. Cook, USNR, launched a courageous attack. In an operation of the South Pacific Force, as he presents to them the Presidential Unit Citation. Hit by three torpedoes, the Alcibea was set afire and burned for five days, but her crew beached the ship, put out the fires and sailed her back to San Francisco (Information Bulletin, Sept. 1943).

Lt. (jg) Frank H. Bennett, USNR, San Francisco, Calif.: When his flight of three Wildcats was intercepted by 15 hostile Japanese bombers in the Solomon Islands 21 July 1943, he launched a courageous attack. In an accurately directed deflection burst he severely damaged one enemy plane and making a daring dive on another, sent it crashing into the sea with a withering blast of fire.

Lt. (jg) Cyrus G. Cary, USNR, Kelso, Wash. (missing in action): Against Japanese forces in the Solomon Islands from 27 April to 18 June 1942, he engaged in numerous air patrols, fighter sweeps and strafing raids. On 16 June, while on a mission to intercept an attack on our shipping, he unhesitatingly joined a raging air battle and sent one Japanese fighter crashing into the sea.

Lt. (jg) Raymond B. Cook, USNR, Palmyra, N. Y.: As a torpedo bomber pilot in the Solomon Islands from 26 April to 17 July 1943, he damaged at least two Japanese vessels and contributed materially to the sinking of five destroyers and three cargo vessels when his four-plane formation intercepted a large force of enemy bombers, 1 July 1943, he attacked and shot down a Japanese bomber intent upon attacking our shipping.

Lt. (jg) Jack C. Hill, USNR, Silver City, N. Mex.: On 18 July 1943, he took part in a hazardous daylight raid on hostile ships in strongly defended Kahili harbor. He boldly pressed home his attack, thereby contributing materially to the success of the mission. He also took part in numerous missions against shore installations, airfields and shipping despite heavy opposition.

Lt. (jg) Edwin E. Hughes, USNR, New Smyrna Beach, Fla.: In a night flight in Faisi harbor, he completed his run despite continual illumination by enemy searchlights. He also executed extremely hazardous missions against strongly fortified installations.

Lt. (jg) Charles Jackson, USNR, Cleveland, Ohio (posthumously): In a period of intense activity from 21 June to 18 July 1943 in the Solomons Islands, he engaged in 26 actions, including the initial attempt of Wildcat fighters to serve as escorts to Bougainville. On 18 July he destroyed one Zero in a brilliant attack against enemy planes.

Lt. (jg) Thomas C. Johnson, USNR, Durham, N. C. (missing in action): He led his flight on 30 combat missions for a total of 186 flying hours between 21 June and 17 July 1943 in the Solomon Islands. On 30 July he launched an attack against a large formation of Zeros and destroyed one. Later the same day his flight intercepted a force of enemy bombers and, together with his wingman, he sent one crashing into the sea.

Lt. (jg) Tom W. Lindsey, USNR, Willacoochee, Ga.: In an operation over Rendova Island, 30 June 1943, he dived to attack a formation of enemy twin-engine bombers with his four-plane flight, effectively caught one of the bombers on his first pass and sent it crashing in flames. He also engaged in 27 other combat assignments.

Lt. (jg) John W. Ramsey, USNR, Gridley, Calif.: On 16 June 1943 his four-plane division of fighters intercepted two large flights of Zeros covering dive bombers. In the ensuing action, he accounted for two of seven Zeros destroyed by his flight. He directed his division in numerous patrols, task-force covers, sweeps and strafing raids from 28 April to 8 July 1943.

Lt. (jg) Charles H. Schild, USNR, Monroeville, Ohio.: When his four-plane division intercepted a formation of 20 enemy dive bombers and 30 Zeros, 16 June 1943, he sent two of them crashing in flames. On 21 June 1943, near Savo Island, he destroyed a Japanese twin-engine bomber in a daring run. On many other occasions he accomplished difficult missions.

Lt. (jg) George H. Smith, USNR, Elmhurst, III.: When his flight of fighters intercepted a large force of Japanese bombers and Zeros west of Rendova Island, he pursued a bomber until he destroyed it down despite overwhelming odds. Again, on 4 July 1943, his four-plane division attacked a larger Japanese force and he sent another Japanese bomber crashing in flames.

Lt. (jg) Robert J. Snell, USNR, Benton, Miss. (missing in action): Undeterred by severe enemy opposition, he took part in six bombing missions against Japanese positions from 26 April to 5 June 1943. On June 5 he contributed materially to the sinking of one Japanese destroyer and the damaging of another before being shot down.

Lt. (jg) James L. Sweetser, USNR, Portland, Me. (missing in action): Taking part in a night flight on 19 May 1943 he completed a low-level run despite constant searchlight illumination. In numerous and hazardous operations against the Japanese, he contributed materially in seriously damaging enemy aircraft and other Japanese vessels.

Lt. (jg) Frederic P. Vanderhoof, USNR, Olympia, Wash.: When his four-plane division sighted enemy dive bombers over Rendova Island, he courageously followed them down. As they skimmed over the water and sent one enemy plane crashing into a cove. From 21 June to 17 July 1943 he participated in 35 actions against the Japanese in the Solomons area.

Lt. (jg) Charles G. Wall, USNR, McComb, Miss.: On 30 June 1943, near Rendova Island, his four-plane division intercepted a formation of enemy bombers covered by Zeros. Surrounded by hostile planes, he fought valiantly, destroying one Zero. He also engaged in 25 other combat missions.

Lt. (jg) Raymond C. Wicklander, USNR, Washburn, N. Dak.: On 18 July 1943, operating at maximum range for his plane, he participated in a raid on enemy ships in Kahili harbor and contributed much to the success of this dangerous mission. He also took part in numerous raids, strafing attacks and sweeps on enemy shipping.

Ens. Charles L. Arthur, USNR, Uphland, Calif.: He skillfully shot down one Zero before being forced to make an emergency landing on 21 July 1943 when his flight of three Wildcats intercepted 12 Zeros covering 15 Japanese
dive bombers over Blanche Channel. He also participated in many other combat missions.

**Ens. George H. Davidson, USNR, Lake Como, Fla.:** In the Solomons area from 21 June to 18 July 1943, he engaged in 24 combat missions. On 15 July he and his division of fighters attacked eight enemy bombers protected by 25 Zeros. In effecting a violent right turn to avoid an approaching Zero, he observed another Zero swinging in to attack. By skilful maneuvering he released a burst of tracers which destroyed the fighter.

**Ens. James E. Foy, USNR, Atlanta, Ga.:** Over Rendova Island, 1 July 1943, he intercepted an intended dive-bombing attack on our installations and despite determined passes by enemy fighters sent one bomber spinning into the sea. On 18 July, while on escort to Kahili, his flight engaged a formation of enemy planes and he destroyed a Zero.

**Ens. Herman Lyons, USNR, St. Elmo, Ill.:** When his four-plane division of fighters intercepted enemy dive bombers over Rendova Island, he destroyed one bomber with an aggressive attack. On 7 July 1943, he engaged in 33 combat missions, flying a total of 108 hours.

**Ens. John P. Pierson, USNR, Stamford, Conn.:** When enemy fighters attempted interception of our striking force off Kahili 18 July 1943, he promptly maneuvered for position and, giving his section leader extremely effective support, shut down one Zero.

**Ens. Jack H. Reddinger, USNR, Jackson, Mich. (missing in action):** Intercepting a large formation of Japanese bombers over Munda, he promptly engaged the enemy. With Zeros closing in on all sides, he downed two of them. He exhibited gallant fighting spirit through this and numerous other actions.

**Ens. Charles S. Williams, USNR, Auburn, N. Y.:** Making a high side approach on a Zero covering a dive-bomb raid on Rendova, he destroyed the enemy plane. He also took part in 27 combat missions between 21 June and 17 July 1943 in the Solomons area.

**Rnel W. Davidson, Aviation Cadet, USNR, Birmingham, Ala.:** During a low-altitude daylight bombing attack on Japanese ships in Kiska harbor, and in the face of intense antiaircraft fire and continuous attack by six Zeros, he performed his duties with courage and determination, thereby contributing to the severe damaging of two enemy vessels and the probable destruction of two Zeros (8 August 1942).

**John R. Carlin, ACM, USN, Sparrow Lake, Mich.:** During a strike against Japanese ships, leaving oil and wreckage scattered across the sea.

**Bernard G. Robinson, AM2c, USN, Woodside, N. Y.:** During a period of intense fighting against the Japanese from 28 September through 5 November 1942, he rendered invaluable service to his pilot as radio-gunner of a dive bomber. During numerous missions he helped sink several Japanese vessels and transports. On 19 October he aided materially in destroying a hostile float plane as it attempted to intercept our bombing attack on Japanese installations.

**Robert S. Seneker, ARM2c, USN, Los Angeles, Calif.:** As radioman-gunner in a dive bomber from 4 April to 27 July 1943, he helped inflict serious damage on Japanese shore installations and shipping. During a raid against enemy vessels off Kiska Island on 17 July, he shot down one Zero, thereby contributing to the destruction of his squadron in sinking four destroyers and in severely damaging a light cruiser.

**Anthony Albert, ARM3c, USN, Gloucester, Mass.:** As gunner of a PBY patrol plane, he rendered valuable assistance to the pilot in launching a surprise attack on a submarine. The sub's deck was raked with cannon and depth charges, raising it completely out of the water and broke it amidships. Oil and wreckage proved the U-boat had been destroyed.

| J.A. Welch, ARM1c, USN, Ramhurst, Ga.: | As a crew member of a bomber attached to the Atlantic Fleet, he sustained painful shrapnel wounds in the bomb bay during an engagement with a U-boat. He continued to carry out his duties in the smoke-filled radio compartment while his crippled plane pressed home an aggressive attack with depth charges. By transmitting emergency signals when his plane was forced to make a water landing, he contributed to the subsequent rescue of the surviving crew members. |
| R. R. Seneker, ARM2c, USN, Redwood, City, Calif. (posthumously): | As turret gunner in a torpedo plane during a strike against Japanese shipping in Kahili harbor, he opened fire on a Zero and destroyed it. When his plane was subsequently attacked by three Zeros, he succeeded in scoring a direct hit on the ship. |

Page 57
Letters to the Editor

(Continued from Page 36)

say that is the reason why the badge resembles the globe.—E.W.A., Flic (EM).

O. K. Any others?—Ed.

TO THE EDITOR:

On page 57 of your January 1944 issue, I noted in your "What is Your Name?” that the question was asked: "Has the Navy an official song?" The answer to this was "No. Anchor’s Aweigh, often referred to as such, is a football and not a Navy song and has never been officially recognized as other than that."

I would like to invite your attention to a letter from the Chief of Naval Personnel to the Commandant, Fifth Naval District, relative to the Victory verse of Anchor’s Aweigh (copy attached). While this letter does not officially designate Anchor’s Aweigh as the naval song, it is clearly a recognition of Anchor’s Aweigh and of its author, Capt. Alfred H. Miles, USN (Ret), as commanding officer of the section base at Little Creek, Va.; and there does not seem to be any doubt but that usage makes Anchor’s Aweigh the Navy song.

(The letter said: "It is anticipated that an account of the circumstances under which the song Anchor’s Aweigh was composed, together with the new verse for the song, will appear in a coming issue of the Bureau of Naval Personnel Information Bulletin. The article was carried in the February 1944 issue, page 31.

The Commandant is requested to convey to Comdr. A. H. Miles, USN (Ret), the congratulations of the Chief of Naval Personnel on this outstanding success of the song.")

This information is given you for the benefit of the editor of your L.Q. column and was obtained from Captain Miles. You are correct in stating that Anchor’s Aweigh was originally written as a football song but it has outstanding. and now, by universal usage throughout the world, Anchor’s Aweigh, entitled as a football and as the official Navy song.

O. L.M., Lieut., USN.

The answer still stands. The Navy Department has not designated any song as official. The BULLETIN, however, is pleased if publication in the BULLETIN constitutes a high honor.—Ed.

TO THE EDITOR:

Is a man who served four years in the Army entitled to wear a hash mark on his Navy uniform? I would like to receive this magazine monthly.—J.A., Mcf., USN.

As to the hash mark for Army service, no. The INFORMATION BULLETIN is published for all hands and you should copy each month from your immediate commanding officer or your library. It is not mailed to individuals. See note on page 71 of this issue concerning distribution of the BULLETIN.

TO THE EDITOR:

In the BULLETIN of January 1944, page 56, it is stated that “Men who served for the ‘duration’ in World War

I are allowed to wear one ‘hash mark’ for this period of service, even though less than four years.”

The instructors of the Specialist (S) Shore Patrol School are interested in knowing where the authority for this statement can be found, as Uniform Regulations make up a part of the curriculum of this school.

The authority for wearing a service stripe upon completion of a full four years of active service is stated plainly both in Navy Regulations and Uniform Regulations, but we have not been able to find the authority for the above statement in either.

The question also arises as to whether ‘hash marks’ earned while in the Army may be worn on a Navy uniform.—W.G.B., Y3c.

In Bureau of Navigation Circular Letter No. 109-19, 4 August 1919, permission was granted to discharged veterans of World War I to wear a service stripe for their ‘D.O.W.’ enlistment. As to hash marks for Army service, the answer is no.—Ed.

TO THE EDITOR:

The attached drawing is intended as a suggestion for the top of the back cover to provide more complete coverage of the BULLETIN to all hands. Some individual in each unit could be required to enter the names on the list and provide for distribution to the first name on each copy. This individual would enter his name last and when each copy had been circulated and returned to him, he would remit it to the names on lines A, B, and C, if any. When returned, the copies would be placed on file or made accessible to personnel for further reading.—W.R.J., Navy Dept.

The suggestion is appreciated but has not been followed because BuPers does not wish to undertake to tell local commanding officers how to distribute the BULLETIN. A routing slip is reprinted here for the Bulletin. However, the suggested routing slip is reprinted here. For such use may be seen fit by individual commands.—Ed.

TO THE EDITOR:

Was the U.S.S. Gwin awarded the Presidential Unit Citation for action on the night of July 6, 1945?—L.B.C., CRM, USN.

The information appeared in All Ships and Station Despatches 22222 and 222224, of September 1945 (issued by the Chief of Naval Personnel). By coincidence, these despatches were numbered 163 and 164, and issued at the same time as Alnavs 163 and 164, issued for the Alnavs.—Ed.

TO THE EDITOR:

It has repeatedly come to my attention that many officers and men are uninformed as to the naval and military insignia of our allies. It is suggested that charts illustrating these insignia be published in an early issue of the INFORMATION BULLETIN.—C.E.F., Jr., Comdr., USN.

An article on this subject, with illustrations in color, will be printed in the BULLETIN in the near future.—Ed.

TO THE EDITOR:

Are applications still being taken for admission to the Navy School of Military Government and Administration? If so, what are the requirements.—H.S., Lieut., USNR.

Yes, the Navy is asking and receiving such applications from officers in the service as at this time. See INFORMATION BULLETIN for January, page 56, for requirements.—Ed.

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Page 58
To the Editor:

In your December 1943 issue, inside back cover, you published an official Marine Corps photo, giving Navy credit. I was of the opinion that Marine Corps credit is given to all photos by Marine photographers. Also, all the pilots in the OS24 formation are Marine pilots stationed at this field and patrolling the Caribbean waters, who, in my opinion, should receive due credit for such precision flying.

It made me extremely happy to see that photograph published, as it is my most highly prized shot taken to date, and I sincerely thank you.-H.K., MT Sgt., USMC, Photographer.

There was no indication on the original photograph sent to Washington by Marine photographers. Also, all the nine pilots stationed at this field and in my opinion, should receive due credit for the photograph published, as it is a Marine Corps credit always is given when the photograph has been made by a Marine photographer. And in this instance especially: all credit for real bell-ringing flying and photography.—Ed.

To the Editor:

Now that the chief steward and chief cook are no longer allowed to wear khaki uniforms, what will be our uniform for summer? Are we allowed to wear the garrison cap?—C.A.D’V., CSt, USN.

The uniform for summer, white. You will not be allowed to wear khaki until it is authorized for all enlisted men in the Navy. Garrison cap, khaki, is never authorized for cooks and stewards.—Ed.

To the Editor:

I enlisted in the Navy 11 December 1933 and was discharged (E.E.) (C.C.) 15 September 1937. I reenlisted 18 September 1939, and my understanding was that my previous service was to be applied on transfer to the Fleet Naval Reserve after 20 years’ service.—C.R.L., SCt, USN, FPO, New York, N.Y.

Yes, according to present rulings, provided you are physically qualified for duty at the end of your twentieth year of service, broken or otherwise.—Ed.

To the Editor:

In your January 1944 issue, page 69, under “Service Requirements for Longevity Pay,” you state that: “For commissioned warrant officers, only commissioned service, active and inactive, applies. However, warrant officers promoted to commissioned warrant officers may elect to continue to draw warrant officers’ pay and to receive commissioned warrant officers’ allowances.”

Information is required as to the correctness of the above, underlined [printed in italics].

If correct, does this apply only to warrant officers who are promoted to commissioned warrant, or also to CPO’s and PO’s first class?—P.R.B., AMM1c, USN.

Your regular army and present naval service both count toward longevity pay. Only service in the active National Guard may be recognized for this purpose. The service in the Army Officers Reserve Corps cannot be counted, except for periods of active (not training) duty. Read the article over again, carefully, and the answers for each of your previous periods of service should be clear. Service not covered in the article may be construed.

To the Editor:

I would like to know if applications are again to be processed for E-V (S), WO-A.W., Ens., usns.

For permanent appointment of men from civilian life, no. For temporary promotion of men in the service, yes. BuPers Circular 152-43 outlines the policy regarding promotions of enlisted personnel to temporary ranks. A commanding officer may recommend a petty officer first class or above for warrant or commissioned rank any time he sees fit. This includes petty officers first class, CPO’s, warrants and commissioned warrants, who may be recommended for rank as high as lieutenant (juniour grade).—Ed.
First Broadcast
Of Actual Attack
Against U-Boat

Listeners tuned in on the Meet Your Navy program on 28 January heard a recording, the first ever broadcast, describing an actual attack against a German U-boat. Varying roles were played by an aircraft carrier, escorting destroyers and aircraft. The commentator was Lieut. Charles E. Dillon, usnr, of Alexandria, Va., on the escort carrier. Following is a transcript:

DILLON: A moment ago here in the air plot of this carrier, which is the nerve center of all radio communication with Avengers and Wildcat fighters in the air, we caught a radio transmission from another U. S. aircraft carrier in the same area—she is very close to us here—apparently she is in the middle of making an attack. We are going to try to keep on her radio frequency now and see if we can pick up some more of her transmissions.

CARRIER: Keep sharp lookout for debris.

DILLON: That was the carrier—that was the other carrier we're listening to, telling her destroyers to be on the lookout for debris—one of the pilots apparently attacked a submarine which has submerged. A lot of rier are gathered around this radio receiver here listening very intently to the other ship—it's the same kind of ship—making an attack on submarines that this ship also is looking for.

DESTROYER: We are heading for spot that hearse submerged—we are heading for spot that hearse submerged. Let me know when you can see me—over.

PLANE: This is Brad (Lt. (jg) Harold G. Bradshaw), I can both see and hear you—over.

DESTROYER: Does this look about right—does this look about right—the course—over?

PLANE: About five degrees to starboard, relative—over.

DILLON: That was one of the screening destroyers of the other carrier we're listening to, saying that she was heading for the spot that hearse submerged. Hearse, of course, means submarine. The destroyer was talking to one of the Avenger bombers in the air near her. The Avenger, of course, made the original attack. That destroyer out there working with the airplane—you can imagine the scene, the airplane is circling around over the destroyer, the submarine is under the surface—the destroyer is listening for it with its sensitive sound instruments.

DESTROYER: We have contact. We have contact; watch us. We have contact, watch us—over.

PLANE: Roger from Glenn.

CARRIER: Drop pattern, drop pattern—answer.

DILLON: The destroyer says he has a contact, to come in—the plane replied and the carrier came in on it.

CARRIER: Are you still on the beam—over?

DESTROYER: Affirmative, affirmative.

DILLON: The other carrier we're listening to called its destroyer out there over the submarine, asking if the destroyer could still hear the submarine. The destroyer said that he could, that affirmative, affirmative he was still on the beam, that he could still hear the submarine.

DESTROYER: He's going very slow, he's going very slow. Don't let him get away—over.

DILLON: You heard the destroyer saying he was going very slow, warning, "Don't let him get away."

DESTROYER: I think I've got him, I think I've got him, watch us—over.

DESTROYER: I've got him, I've got him now—over.

DILLON: The destroyer says he's got him, he's got him now.

Answers to Quiz on Page 47

1. Panama canal (width), Brooklyn bridge (height).
2. (d).
3. The Alfred, Columbus, Cortez, Andrea Doria and Providence (December 1755).
4. (a).
5. That part of the hull which is alternately under and out of the water as the ship rolls.
6. (c).
7. At the magnetic equator, the earth's magnetism is horizontal only. At all other places it has a vertical component. Because of the absence of vertical magnetism, induced vertical effects on compasses can be separated from permanent effects and adjustments can be made which will greatly assist establishment of permanent correctors.
8. On the "water wagon."
9. Captain Eloyce Yeaton, 21 March 1755.
10. She was Admiral Dewey's flagship at Manila Bay.
11. Green, representing Europe: black and white, representing Germany: brown for Africa; red, green and white, for Italy; and red, white and blue for the U. S.
12. Deceased American Navy, Marine Corps and Coast Guard officers and enlisted men who have rendered distinguished service to their country, above and beyond the call of duty; former secretaries and assistant secretaries of the Navy; members of Congress who have been closely identified with naval affairs; inventors.
13. True.
14. (c).
15. A Japanese aircraft carrier of the Akagi class.
16. (b).
17. (c).
18. Active status: (a) full commission, (b) reduced commission, (c) inactive status.
20. A schooner without topsails.

Answers to Problem on Page 59

(1) 99 divided by 99 plus 9 equals 10.
(2) 3 times 3 plus 3/3 equals 100.
(3) 11 raised to the 11th power (11^n).
HOW AND WHEN YOU MAY VOTE (IV)

As this article is written the Congress is considering amendments to the existing servicemen's voting law (Act 16 September 1942, Public Law 712, 77th Congress, otherwise known as “The Ramsay Act”). Several states, including Maryland and Ohio, are awaiting congressional action to consider the passage of further special legislation for servicemen voting. The information below is based on the law as it existed on 15 February 1944.

The following five points are emphasized:

1. The commanding officer of each unit should have available an adequate supply of postcard applications for absent voters’ ballots. However, reproduction locally or in letter form is permissible. A copy of such postcard application is printed on next page.

2. The applicant for a primary ballot must state his party affiliation or preference.

3. The applicant should print or type his name and address under his signature on the application.

4. No commissioned, non-commissioned, warrant or petty officer shall suggest to any member of the armed forces that he shall vote, shall not vote, or that he shall vote or not vote for any candidate.

5. An application to the eligibility of a serviceman to obtain a complete state ballot should be referred to his Secretary of State at once.

There is balloting in 15 states prior to 1 June, namely, a state election in Louisiana and party primaries in the 14 states as indicated below.

ALABAMA

Alabama holds its first Democratic primary on 2 May and its run-off primary on 30 May. There are no Republican primaries in Alabama.

The election authorities interpret the laws regulating primaries as unaffected by the Ramsay Act.

The serviceman, desiring to vote in the coming Democratic primaries, makes application to the probate judge of his home county not more than twenty (20) days or less than five (5) days before primary day. No special form of application is required. The postcard will be honored. A separate application must be made for each primary. A copy of which accompanies this article. The applicant must indicate his

IF YOU LIVE IN ALABAMA, CALIFORNIA, FLORIDA, ILLINOIS, INDIANA, LOUISIANA, MARYLAND, NEBRASKA, NEW JERSEY, NORTH CAROLINA, OHIO, OREGON, PENNSYLVANIA, SOUTH DAKOTA, OR WEST VIRGINIA

THE FOLLOWING INFORMATION IS OF INTEREST TO YOU

<table>
<thead>
<tr>
<th>State</th>
<th>Election Date</th>
<th>Earliest date state will receive applications for official war ballot or regular state absentee ballot</th>
<th>Latest date application for ballot will be received</th>
<th>Date on or before which registered ballot must be received back in order to be counted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ala.</td>
<td>2 May</td>
<td>Not applicable</td>
<td>12 April</td>
<td>10 May Marked by 2 May and received by 1 June</td>
</tr>
<tr>
<td>Calif.</td>
<td>16 May</td>
<td>At any time</td>
<td>At any time</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>Fla.</td>
<td>2 May</td>
<td>At any time</td>
<td>At any time</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>Ill.</td>
<td>11 Apr.</td>
<td>At any time</td>
<td>At any time</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>Ind.</td>
<td>2 May</td>
<td>Not applicable</td>
<td>2 April</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>La.</td>
<td>18 Apr.</td>
<td>Not applicable</td>
<td>At any time</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>Md.</td>
<td>1 May</td>
<td>At any time</td>
<td>17 March</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>Neb.</td>
<td>11 Apr.</td>
<td>Not applicable</td>
<td>13 March</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>N. J.</td>
<td>16 May</td>
<td>At any time</td>
<td>At any time</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>N. C.</td>
<td>27 May</td>
<td>At any time</td>
<td>At any time</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>Ohio</td>
<td>9 May</td>
<td>Not applicable</td>
<td>9 April</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>Oreg.</td>
<td>19 May</td>
<td>Not applicable</td>
<td>9 April</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>Pa.</td>
<td>25 Apr.</td>
<td>6 March</td>
<td>25 March</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>S. Dak.</td>
<td>2 May</td>
<td>Not applicable</td>
<td>10 April</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
<tr>
<td>W. Va.</td>
<td>9 May</td>
<td>Not applicable</td>
<td>At any time</td>
<td>10 May Marked by 16 May and received by 1 June</td>
</tr>
</tbody>
</table>

*All elections listed in this box are primary elections except for the State of Louisiana, which holds its regular election for state or local offices in this state.

Pennsylvania, South Dakota or West Virginia
secrery of State Annapolis to be received by him at any time and under the state law it is addressed to the Board of Supervisors of Elections of the applicant's home county (in Baltimore City) to be received therefrom not before 17 March. Amendments to the election laws, recently enacted by the special session of the Illinois legislature, are not effective until after the coming election.

INDIANA

Indiana holds its primaries on 2 May. The election authorities interpret the laws regulating primaries as unaffected by the Ramsay Act. Therefore, the serviceman, who desires to vote, must make application for a complete state ballot. No special form of application is necessary. The application will be honored. However, if the printed postcard is used, the serviceman should strike out the words "official war ballot" and insert "state absentee ballot." In order to obtain such ballot the applicant must be registered.

The serviceman must be registered. In order to obtain such ballot the application will be honored. However, if the printed postcard is used, the serviceman should strike out the words "official war ballot" and insert "state absentee ballot." In order to obtain such ballot the applicant must be registered.

The application must indicate the party affiliation of the applicant. The application should be forwarded to the county clerk. Upon receipt of the ballot, it should be executed at once according to accompanying instructions and mailed to the designated election authorities. Thereafter it must be forwarded to the county clerk. The return envelope must bear postmark not later than 12 o'clock midnight of the day preceding primary day.

NEBRASKA

Nebraska holds its primaries on 11 April. Candidates for both federal and state offices will be nominated by the respective parties. The application must indicate the party affiliation of the applicant. The application should be forwarded to the county clerk of the county in which the absent voter resides (in Omaha from the election commissioner). The above cards may be obtained from commanding officers. If used to apply for ballots in primary elections, party affiliation or preference must be stated.
structed and returned at once. Upon receipt of the ballot, it should be executed according to accompanying instructions and mailed so it will be received back by 4 May.

In either instance the applicant must state his party affiliation or preference on the application.

OREGON

Oregon holds its primaries on 19 May. Because of the liberal provisions of its laws relating to voting, Oregon will not distribute "official war ballots." However, the postcard application will be honored. The applicant must state his party affiliation. When registration is required, if the applicant is not registered, the receipt of the post card application constitutes registration. Therefore, the serviceman desiring to vote, whether registered or not, should forward the postcard application in order that it be received not earlier than 19 April or later than 8 May. Upon receipt of the ballot, it should be executed at once and mailed in order that it be received back by 13 May.

PNNSYLVANIA

Pennsylvania holds its primaries for the nominations for both federal and state offices on 26 April. Members of the armed forces vote in accordance with (1) the federal law, or (2) the state law hereinafter briefly outlined.

If the serviceman chooses the first method, his ballot is limited to federal offices. He should use the postcard, a copy of which is printed on page 62. Thereon should be indicated his party affiliation. It should be mailed at once to the Secretary of State at Harrisburg. The ballot, when received, should be executed in accordance with accompanying instructions.

If the serviceman desires to use the second method, his ballot includes all offices, both federal and state. An applicant therefor must be registered. However, the registration of any in the armed forces may not be canceled. Furthermore, any person in the armed services may secure a registration card at any time by making written application to the registration commission having jurisdiction at the place where the applicant resided on the date of entering the service. Application forms will be forwarded by the commission upon receipt of the application.

Application on a special form to be obtained at once from the Secretary of State at Harrisburg, should be made not earlier than 6 March nor later than 26 March to the county board of the county where the applicant is registered for a military ballot. The application must state the party in which the applicant is enrolled. The ballot should be executed according to accompanying instructions. The turn envelope must be postmarked prior to midnight of the second day and received by the county board not later than 5 May.

SOUTH DAKOTA

South Dakota holds its primaries on 2 May.

The Navy Department is informed that the legislators of South Dakota interpret its laws regulating primaries as unaffected by the Ramsey Act. The serviceman, therefore, makes application to the county or city auditor or the town clerk of his home community for an absent voter's ballot. No special form of application of candidates. The postcard application will be honored. The party affiliation of the applicant must be stated. Registered is required. However, if a serviceman is not registered, he may file an affidavit stating his absence from the state during the registration period. This affidavit will constitute adequate registration. Upon receipt of the ballot, it should be executed at once according to accompanying instructions. It must be marked by 17 April and received back by 2 May.

WEST VIRGINIA

West Virginia holds its primaries on 8 May.

The election authorities do not recognize the applicability of the Ramsey Act to three primaries.


The following is an informative release by the Secretary of State of West Virginia.

"West Virginians who are members of the Armed Services of the United States, or its state during the registration period. This definition is retroactive, and applies to applications during battles may receive the Purple Heart if approval is granted by a delegated authority or by the Navy Department.

The term delegated authority is covered by Alnav No. 8-44 of 8 January 1944, which states: "Authority to award the Purple Heart in accordance with current directives governing this medal may be delegated by fleet commanders to officers in the Navy and Marine Corps senior to the rank of captain (colonel) who are exercising command and island commanders of the rank of captain (colonel)."

Standards Modified for Commissions in Naval Reserve

Physical and educational qualifications of enlisted men, warrant officers and commissioned warrant officers for permanent appointment as officers of the Naval Reserve to serve on general sea duty have been partially modified to meet present urgent needs of the service.

The modifications are temporary in nature. Requirements stated herein are minimum, and applicants should understand that applications are submitted for consideration only.

Previous minimum qualifications for permanent appointment as general officers are modified in part as follows:

Applicants shall not have reached their 38th birthday by 1 Jan. 1944.

They shall have a minimum visual acuity of 15/20 for each eye.

They must have completed successfully a minimum of two academic years of accredited college work and a minimum of one year of active sea duty on board ship since 7 Dec. 1941, except that for each semester of accredited college work over the two-year minimum requirement, three months may be deducted from the requirement of one year of active sea duty on board ship.

Heretofore, physical requirements have called for 18/20 vision in each eye. This is still a V-7 requirement.

The changes announced in Alnav No. 28 (N. D. Bul. [semi-monthly] 31 Jan. 44-75), represent a modification
of educational requirements for permanent appointment as commissioned officers of the reserve.

Previous applicants for permanent commissions, from enlisted ratings, were required to meet the same standards as civilian applicants, although consideration was given to their enlisted service.

Requirements for temporary (not permanent) appointment of first-class petty officers and chief petty officers to commissioned rank will continue to follow the requirements as established in BuPers Ltr. 162-43.

Applications for commissions from beyond the continental limits of the United States may be forwarded to BuPers without transcript of educational record. Applicants will indicate the institution attended and BuPers will attempt to secure transcript from college immediately upon receipt of application.

Basic policy for these applications and appointments is contained in BuPers Cir. Ltr. 159-42 (25 Nov. 1942) and changes and additions as contained in Cir. Ltr. 152-48 and Circ. Ltr. 246-43.

All Enlistments Extended Under Alnav

Provisions of Article D-9104, BuPers Manual, relating to discharges within three months prior to expiration of enlistment, have been suspended for the duration of the war and a period of six months thereafter, due to provisions of Alnav 135 of 15 December 1941, the Chief of Naval Personnel announced in Circular Letter No. 13-44 (N. D. Bul. [semi-monthly] 15 January 44-106).

Alnav 155, now applicable to expiration of enlistment, reads as follows:

"Enlistments of men in regular Navy, Marine Corps and Coast Guard who do not voluntarily extend or re-enlist and all enlistments of men in reserve components thereof are hereby extended in accordance with act approved December 18, 1941, for a period of not later than six months after termination of war. Men so detained not entitled to enlistment allowance. No change present law governing payment enlistment allowance men who voluntarily reenlist or extend enlistment in regular Navy, Marine Corps and Coast Guard. Provisions Section 1422, Revised Statutes, suspended effective December 18, 1941."

Crime Doesn't Pay—in the Navy

Typical sentences for offenses against naval discipline were disclosed by BuPers Circular Letter No. 30-44, dated 29 January 1944, to impress upon naval personnel who may commit serious offenses the extent of punishment they will receive.

BuPers requests that wide publicity be given the following typical sentences recently approved, in actual cases, by the Secretary of the Navy:

<table>
<thead>
<tr>
<th>Offense</th>
<th>Sentence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disobedience of orders and disrespectful language to superior officer</td>
<td>Reduced to apprentice seaman. Two years confinement, dishonorable discharge, and other accessories of sentence (these words are abbreviated in punishments listed below.)</td>
</tr>
<tr>
<td>Desertion in time of war</td>
<td>Red. AS, 3 yrs. conf., DD &amp; access.</td>
</tr>
<tr>
<td>Desertion (out 13 days) : applying government property to own use (whaleboat) ; stealing government property (2 sub M-runs and ammunition) ; theft (automobile) ; transportation stolen property in interstate comm. (guns, ammunition, car).</td>
<td>Red. AS, 3 yrs. conf., DD &amp; access.</td>
</tr>
<tr>
<td>Forgerery</td>
<td>Reduced to apprentice seaman. Two years confinement, dishonorable discharge, and other accessories of sentence (these words are abbreviated in punishments listed below.)</td>
</tr>
<tr>
<td>Theft ($5) from another person in Navy</td>
<td>Red. AS, 2 yrs. conf., DD &amp; access.</td>
</tr>
<tr>
<td>Striking another person in Navy (fists)</td>
<td>Red. AS, 2 yrs. conf., DD &amp; access.</td>
</tr>
<tr>
<td>Striking another person in Navy (knife)</td>
<td>Red. AS, 3 yrs. conf., DD &amp; access.</td>
</tr>
<tr>
<td>Striking superior officer with dangerous weapon</td>
<td>Red. AS, 5 yrs. conf., DD &amp; access.</td>
</tr>
<tr>
<td>Burglary (breaking and entering)</td>
<td>Red. AS, 2 yrs. conf., DD &amp; access.</td>
</tr>
<tr>
<td>Stealing government property</td>
<td>Red. AS, 3 yrs. conf., DD &amp; access.</td>
</tr>
<tr>
<td>Robbery</td>
<td>Red. AS, 3 yrs. conf., DD &amp; access.</td>
</tr>
<tr>
<td>Assault with intent to commit murder</td>
<td>Red. AS, 3 yrs. conf., DD &amp; access.</td>
</tr>
</tbody>
</table>

Effort Being Made To Rotate Officers

Because of the ever increasing demands for experienced officer personnel in new construction, BuPers has been unable to prescribe any definite rotation of duty between sea and shore.

Every effort is being made to return officers who have been at sea for lengthy periods and to give them two or three months in the United States prior to returning to sea in a new ship.

Those officers who have had an exclusively long stretch of sea duty will, whenever possible, be given 12 to 18 months duty on shore within the continental limits.

There will, nevertheless, be many officers who should be brought home because of the extended duration of their sea cruise under fatiguing war conditions but who cannot be spared for rotation at this time. The Bureau is wholly cognizant of this but it must be emphasized that a specific policy of rotation can neither be established nor adhered to under the present situation when the Navy is faced with a critical shortage of trained sea officers and a rapidly and continuously expanding Navy.

New Bronze Star Medal Established for Heroism

In an executive order dated 4 February 1944, President Roosevelt established the Bronze Star Medal for award to anyone in the armed services who on or after 7 December 1941, "distinguishes, or has distinguished, himself by heroic or meritorious achievement or service, not involving participation in aerial flight, in connection with military or naval operations against an enemy of the United States."

The medal was established for the Navy, Marine Corps, Coast Guard and Army. With accompanying ribbons and appurtenances, the medal shall be of a design approved by the Secretary of the Navy and the Secretary of the War, or by commanding officers of the armed forces whom they designate. The secretaries also were authorized to establish regulations for the award, the regulations to be as uniform as practicable.

The President directed that "no more than one Bronze Star Medal shall be awarded to any one person, but for each succeeding heroic or meritorious achievement or service justifying such an award a suitable device may be awarded to be worn with the medal as prescribed by appropriate regulations. The Bronze Star Medal may be
awarded posthumously, and, when so awarded, may be presented to such representative of the deceased as may be designated in the award."

Specialty Marks for New Ratings Designated


The list follows:

<table>
<thead>
<tr>
<th>Rating</th>
<th>Specialty Mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chief soundman</td>
<td>Soundman</td>
</tr>
<tr>
<td>Chief machinist's mate</td>
<td>Machinist's mate</td>
</tr>
<tr>
<td>Motor machinist's mate</td>
<td>Machinist's mate</td>
</tr>
<tr>
<td>Water tender, third class</td>
<td>Water tender</td>
</tr>
<tr>
<td>Boilermaker, third class</td>
<td>Boilermaker</td>
</tr>
<tr>
<td>Metalsmith, third class</td>
<td>Metalsmith</td>
</tr>
<tr>
<td>Mold, third class</td>
<td>Mold</td>
</tr>
<tr>
<td>Patternmaker, third class</td>
<td>Patternmaker</td>
</tr>
<tr>
<td>Chief painter</td>
<td>Painter</td>
</tr>
<tr>
<td>Buglemaster, third class</td>
<td>Buglemaster</td>
</tr>
<tr>
<td>Chief musician</td>
<td>Musician</td>
</tr>
<tr>
<td>Water tender</td>
<td>Water tender</td>
</tr>
<tr>
<td>Boilermaker</td>
<td>Boilermaker</td>
</tr>
<tr>
<td>Metalsmith</td>
<td>Metalsmith</td>
</tr>
<tr>
<td>Mold</td>
<td>Mold</td>
</tr>
<tr>
<td>Patternmaker</td>
<td>Patternmaker</td>
</tr>
<tr>
<td>Painter</td>
<td>Painter</td>
</tr>
<tr>
<td>Buglemaster</td>
<td>Buglemaster</td>
</tr>
<tr>
<td>Bandmaster</td>
<td>Bandmaster</td>
</tr>
<tr>
<td>Musilas</td>
<td>Musilas</td>
</tr>
<tr>
<td>Motorist</td>
<td>Motorist</td>
</tr>
<tr>
<td>Boatman's mate A</td>
<td>Boatman's mate A</td>
</tr>
<tr>
<td>(electrical)</td>
<td>(electrical)</td>
</tr>
<tr>
<td>Torpedoman's mate</td>
<td>Torpedoman's mate</td>
</tr>
<tr>
<td>(aviation)</td>
<td>(aviation)</td>
</tr>
<tr>
<td>Fire controlman</td>
<td>Fire controlman</td>
</tr>
<tr>
<td>Fire controlman R</td>
<td>Fire controlman R</td>
</tr>
<tr>
<td>Fire controlman R (same as fire controlman R)</td>
<td>Fire controlman R</td>
</tr>
<tr>
<td>Fire controlman B</td>
<td>Fire controlman B</td>
</tr>
<tr>
<td>(submarine)</td>
<td>(submarine)</td>
</tr>
<tr>
<td>Soundman H (Harbor defense)</td>
<td>Soundman H</td>
</tr>
<tr>
<td>Printer L and M (lightning and multihull operators)</td>
<td>Printer L and M</td>
</tr>
<tr>
<td>Painter V (aircraft painters)</td>
<td>Painter V</td>
</tr>
<tr>
<td>Machinist's mate E (enginemaster)</td>
<td>Machinist's mate E</td>
</tr>
<tr>
<td>Machinist's mate G (industrial gas generating mechanic)</td>
<td>Machinist's mate G</td>
</tr>
<tr>
<td>Machinist's mate R (refrigeration mechanic)</td>
<td>Machinist's mate R</td>
</tr>
<tr>
<td>Machinist's mate S (shop machinist)</td>
<td>Machinist's mate S</td>
</tr>
<tr>
<td>Aviation machinist's mate C (relation carburetor mechanic)</td>
<td>Aviation machinist's mate C</td>
</tr>
<tr>
<td>Aviation machinist's mate F (relation flight engineer)</td>
<td>Aviation machinist's mate F</td>
</tr>
<tr>
<td>Aviation machinist's mate H (relation hydraulic mechanic)</td>
<td>Aviation machinist's mate H</td>
</tr>
<tr>
<td>Aviation machinist's mate I (relation instrument mechanic)</td>
<td>Aviation machinist's mate I</td>
</tr>
<tr>
<td>Aviation machinist's mate P (relation propeller mechanic)</td>
<td>Aviation machinist's mate P</td>
</tr>
<tr>
<td>Aviation machinist's mate Q (relation ordnance mechanic)</td>
<td>Aviation machinist's mate Q</td>
</tr>
<tr>
<td>Aviation machinist's mate R (relation ordnance mechanic)</td>
<td>Aviation machinist's mate R</td>
</tr>
<tr>
<td>Aviation machinist's mate T (relation ordnance mechanic)</td>
<td>Aviation machinist's mate T</td>
</tr>
<tr>
<td>Arlington machinist's mate (relation carburetor mechanic)</td>
<td>Arlington machinist's mate</td>
</tr>
<tr>
<td>Arlington machinist's mate (relation flight engineer)</td>
<td>Arlington machinist's mate</td>
</tr>
<tr>
<td>Arlington machinist's mate (relation hydraulic mechanic)</td>
<td>Arlington machinist's mate</td>
</tr>
<tr>
<td>Arlington machinist's mate (relation instrument mechanic)</td>
<td>Arlington machinist's mate</td>
</tr>
<tr>
<td>Arlington machinist's mate (relation propeller mechanic)</td>
<td>Arlington machinist's mate</td>
</tr>
<tr>
<td>Arlington machinist's mate (relation ordnance mechanic)</td>
<td>Arlington machinist's mate</td>
</tr>
<tr>
<td>Arlington machinist's mate (relation ordnance mechanic)</td>
<td>Arlington machinist's mate</td>
</tr>
<tr>
<td>Arlington machinist's mate (relation ordnance mechanic)</td>
<td>Arlington machinist's mate</td>
</tr>
</tbody>
</table>

The first eight books listed above are scheduled for completion about 1 March 1944. Shipments will be made in groups as they become available. An initial distribution of the series will be made to aviation training and operational units as follows:

1. NATTCs, Carrier Aircraft Service Units, Headquarters Squadrons, detachments, carriers and ships servicing or carrying aircraft will receive books direct in the initial distribution.
2. Naval air centers, stations, and facilities, and Marine Corps air stations will receive sample sets direct.
3. Units not yet commissioned will receive the books in their regular commissioning allowance of enlisted training courses furnished by BuPers.

Activities listed above and units provided for in the initial distribution may secure additional copies of the publications after the distribution has been completed by directing their requests to one of the following distribution points:

1. BuPers, for vessels operating in the Atlantic, East Coast activities and all units not specified.
2. Educational officer, Eleventh Naval District, San Diego, Calif., for vessels and activities in West Coast area.
3. Educational officer, Fourteenth Naval District, Pearl Harbor, T. H., for vessels and activities operating in that district area.
Regulations on Area Service Ribbon Stars

Stars Authorized for Personnel in These Operations or Engagements

**Asiatic-Pacific Area**

**PEARL HARBOR**
7 December 1941

**WAKE ISLAND**
8-23 December 1941

**PHILIPPINES ISLANDS OPERATION**
8 December 1941-6 May 1942

**NETHERLANDS EAST INDIES ENGAGEMENTS**—(Only one star for participation in one or more of the following)
- Makassar Strait
  - 23-24 January 1942
- Badoeng Strait
  - 19-20 February 1942
- Java Sea
  - 27 February 1942

**PACIFIC RAIDS—1942**—(Only one star for participation in one or more of the following)
- Marshall-Gilbert Raids
  - 1 February 1942
- Wake Island Raid
  - 20 February 1942
- Marcus Island Raid
  - 4 March 1942
- Salamaua-Lae Raid
  - 10 March 1942

**CORAL SEA**
4-8 May 1942

**MIDWAY**
3-6 June 1942

**GUADALCANAL-TULAGI LANDINGS** (incl. First Savo)—7-9 August 1942

**CAPTURE AND DEFENSE OF GUADALCANAL**
10 August 1942-8 February 1943

**MAKIN RAID**
17-18 August 1942

**EASTERN SOLOMONS (Stewart Island)**—23-25 August 1942

**BUIN-FASI-TONOLAI RAID**
5 October 1942

**CAPE ESPERANCE (Second Savo)**
11-12 October 1942

**SANTA CRUZ ISLANDS**
26 October 1942

**GUADALCANAL (Third Savo)**
12-15 November 1942

**TASSAFARONGA (Fourth Savo)**
30 November-1 December 1942

**RENNELI ISLAND**
29-30 January 1943

**ALEUTIANS OPERATION**—(Only one star for participation in one or more of the following)
- Komandorski Islands
  - 26 March 1943
- St. George Island
  - 11 May-2 June 1943

**NEW GEORGIA GROUP OPERATION**
20 June-16 October 1943—(Only one star for participation in one or more of the following)
- New Georgia-Kendov-Vangunu
  - 20 June-5 August 1943

**Occupation**
- Kula Gulf Action
  - 5-6 July 1943
- Kolombangara Action
  - 12-13 July 1943
- Vella Gulf Action
  - 6-7 August 1943
- Vella Lavella Occupation
  - 15 August-4 October 1943
- Action off Vella Lavella
  - 6-7 October 1943

**PACIFIC RAIDS—1943**—(Only one star for participation in one or more of the following)
- Marcus Island Raid
  - 31 August 1942
- Tarawa Island Raid
  - 18 September 1943
- Wake Island Raid
  - 5-6 October 1943
- New Guinea Operation
  - 4 September 1943—(Date to be announced later)
- Treasury-Bougainville Operation
  - 27 October 1943—(Date to be announced later)
- Bismarck Archipelago Operation
  - 15 December 1943—(Date to be announced later)
- Gilbert Islands Operation
  - 20 November 1943—(Date to be announced later)

**European-Africa-Middle Eastern Area**

**NORTH AFRICAN OCCUPATION**—(Only one star for participation in one or more of the following)
- Algeria-Morocco Landings
  - 8-11 November 1942
- Action off Casablanca
  - 3 November 1942
- Tunisian Operations
  - 8 November 1942—9 July 1943
  - 9-15 July 1943
  - 28 July-17 August 1943
- Salerno Landings
  - 9-21 September 1943

Note: All dates for above conform to local time for the area of the operation or engagement.

Regulations governing the wearing of stars on area service ribbons are promulgated in General Order 207, issued 7 February by acting SecNav.

No area campaign medals will be issued until the end of the war, but the wearing of duly awarded stars on the appropriate area service ribbon is authorized. Wearing of numerals on area service ribbons is not authorized, and no campaign clasps are authorized for the medals to be issued after the war.

Stars on area ribbons shall be bronze or silver, of a size to be inscribed in a circle ½-inch in diameter. The first star, of bronze, shall be centered on the ribbon; if more than one star is worn, they shall be placed in a horizontal line closest to and symmetrically about the center of the ribbon. A silver star shall be worn in lieu of five bronze stars and shall be located as near the center of the ribbon as the symmetrical arrangement permits.

The primary requirement for the wearing of a star on an area service ribbon is honorable service in a ship, aircraft or shore-based force at the time it participated in actual combat with the enemy in a designated operation or engagement.

Not more than one star will be awarded for a single operation or engagement. Units supporting an engagement or operation, but subject only to the ordinary hazards of war, do not merit an award.

All attacks on enemy submarines which have been, or are in the future, assessed a classification of "A" or "B" by the Committee for Assessment of Damage to Enemy Submarines, the British Admiralty U-Boat Assessment Committee, or the Joint British-United States Naval and Air Assessment Board for the Mediterranean, entitle personnel engaged to wear a bronze star on the appropriate area service ribbons.

From time to time, Cominch may authorize the award of a star to personnel of ships or aircraft engaged in patrols or service of maintenance, supply, mine-laying, minesweeping and other special operations which have resulted in an engagement in which a ship or aircraft has suffered damage from the enemy or has destroyed or severely damaged an enemy ship or aircraft. Stars also may be authorized for duty that did not result in actual combat, but which is considered equally hazardous.
Operational Training Graduates May Wear Aircrew Insignia

Air crewmen graduates of operational training who are qualified as combat air crewmen now may wear the aircrew insignia, as set forth in Circular Letter No. 22-44 (N. D. Bul. [semi-monthly] of 31 Jan., 44-115).

Hereafter, the graduate aircrewmen had to serve three months in a combat squadron as regularly assigned members of a plane crew before they were allowed to wear the wings of the combat air crewmen.

Provisions for wearing the wings, upon completion of operational training, are subject to several restrictions, detailed in the circular letter.

Slacks to Replace Coveralls for WR

Navy blue denim dungaree slacks and blue cotton chambray shirts may be designated for Women's Reservists when the nature of their work requires protective covering, under latest uniform changes announced 25 January 1944 by the Chief of Naval Personnel in a letter to all continental shore stations (Pers. 34—RT—A2-3).

These items eventually will replace the aviation coverall which will not be manufactured after the dungaree slacks and chambray shirts have been put into production. When these are prescribed for work, wearing of the regulation men's dungaree trousers and chambray shirt is optional.

When prescribed by the commanding officer, the navy blue garrison cap, now authorized for male personnel, may be worn by Women's Reserve officers and chief petty officers within station limits. Wearing of sweaters is optional when necessary for protection, and when approved by the commanding officer.

Further changes in the uniform regulations also are contained in the letter.

Publication Offered Ship's Service Officers

The Post Exchange Publishing Co., 292 Madison Ave., New York, N. Y., has a publication, Post Exchange and Ship's Service Store, which is available to ship's service activities at no cost. Ship's service officers who desire this publication may correspond with the above company. This does not constitute an endorsement of this publication by BuPers.

Officers of Regular Navy Have Precedence

To clarify the question of command as between regular and reserve naval officers of or above the rank of commander, Secretary of the Navy Knox has issued Alnav 36-44, dated 12 February 1944, as follows:

"The following change to Navy Regulations has been approved: Delete paragraph 150(8) and substitute: 'For the purpose of determining who shall exercise command over forces acting in conjunction, composed of vessels commanded by officers of the Naval Reserve and vessels commanded by officers of the regular Navy, or over military units composed of forces acting in conjunction, commanded by officers of the Naval Reserve and officers of the regular Navy, an officer of the reserve of or above the rank of commander will be regarded as junior to commanders of the regular Navy, unless a specific officer shall have been ordered by higher authority to command the forces acting in conjunction.'"

Return of Uniform Regulations Requested

It is requested that all personal copies of U. S. Navy Uniform Regulations, 1941, be returned to the Bureau of Naval Personnel as soon as practicable. This was previously requested in BuPers Circular 227-43, the INFORMATION BULLETIN, December 1943, and the Navy Department Bulletin (semi-monthly) of 15 November 1943, but comparatively few copies have been returned.

U. S. Life Insurance Policy-Holders Given Fourth Option

Policy-holders of U. S. Government Life Insurance have been given the benefit of a fourth plan which they may select for payment of insurance benefits to their beneficiaries, the Veterans' Administration has announced.

This type of insurance is held only by veterans of World War I and those who applied for it before 8 October 1940, and should not be confused with National Service Life Insurance, set up on that date for service personnel of this war.

Under the new method, designated as Option 4, U. S. Government Life Insurance would be payable in installments throughout the lifetime of the designated beneficiary. However, should this beneficiary die before 120 such installments have been paid, the remaining unpaid installments will be payable of the insurance in a lump sum.

The second option permits the insurance to be payable in elected installments for an agreed number of months (not less than 36) to the designated beneficiary. If such beneficiary dies before the agreed number of monthly installments have been paid, the remaining unpaid installments will be payable in accordance with the beneficiary provisions of the policy.

<table>
<thead>
<tr>
<th>Number of Monthly Installments</th>
<th>Amount of Installments for Each $1,000 of Insurance</th>
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<tbody>
<tr>
<td>36</td>
<td>$32.12</td>
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<tr>
<td>48</td>
<td>$22.37</td>
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<tr>
<td>60</td>
<td>$16.22</td>
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<td>96</td>
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<tr>
<td>270</td>
<td>3.70</td>
</tr>
<tr>
<td>300</td>
<td>2.70</td>
</tr>
</tbody>
</table>

Insurance payable in installments throughout life constitutes a third method of settlement. These installments (below) will be payable throughout the lifetime of the beneficiary, but if such designated beneficiary dies before 240 such installments have been paid, the remaining unpaid monthly installments will be payable in accordance with the beneficiary provisions of the policy.
The

Applications desired prior to 15 April 1944.

No. 31—Requests all officers of rank of commander and below to submit with their 31 March fitness reports separate sheets showing all naval schools attended including fleet schools, location of schools, courses taken, qualifications attained, inclusive dates of attendance.

No. 32—Cites Act approved 3 Feb. 1944 providing muster-out pay for personnel of the Navy, Marine and Coast Guard reserve components.

No. 33—Mentioned above, listed quotas of 1,200 enlisted men, USN; 300 enlisted men, USMC; 1,200 enlisted men, USNR; and 300 enlisted men, USMC, for training as aviation pilots, heavier-than-air, and 400 enlisted men, USN, for training as aviation pilots, lighter-than-air.)

No. 30—Announcing a command course at the Naval War College, commencing 1 July 1944, for officers of the Regular Navy of the rank of lieutenant commander and above. A preparatory staff course will be held for 50 reserve officers of the ranks of lieutenant commander, lieutenant, and lieutenant (junior grade).

Brief

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Qualifications Published
For New Ratings

Qualifications are published in the N. D. Bul. (semi-monthly), of 15 January 1944 for all grades of the recently established ratings:

- Machinist's mate G (industrial gas generating mechanic).
- Sonarmen (formerly soundmen).

Qualifications are published in the N. D. Bul. (semi-monthly) of 31 Jan. 1944 for all grades of the recently established rating of Specialist (F) (fire fighters).

Reserve Aviators
May Be Transferred
To Regular Navy

Certain Naval Reserve aviators, and certain officers commissioned in the Naval Reserve upon graduation from the Naval Reserve Officers Training Corps, may be appointed to commissioned rank in the line of the regular Navy under provisions of Circular Letter No. 21-44 (N. D. Bul. [semi-monthly] 31 Jan., 44-114). At the present time, there is no provision of law by which Reserve officers of other categories are eligible for transfer to the regular Navy.

Maternity and Infant Care
For Wives and Infants
Of Men in Military Service

The item appearing on page 55 of the Information Bulletin, August 1943, under the above title should be corrected as follows:

In line 4 of the last paragraph delete the words “of medicine.”

With the exception of North Dakota and Puerto Rico, all states, territories and the District of Columbia now have approved plans in operation in connection with this program.

Air Gunners May
Wear Sleeve Insignia
After Graduation

Wearing of the air gunner's sleeve insignia, herefore approved only after proof of proficiency and fitness for flight duty in operational training or actual flight operations, now has been authorized for gunners on their graduation from the Naval Air Gunners' Schools at Hollywood, Fla., Jacksonville, Fla., and Pascagoula, Okla., and any of 18 aviation free gunnery units within and outside the United States. This authorization was contained in Circular Letter No. 28-44 (N. D. Bul. [semi-monthly] 31 Jan., 44-121).

A-V(S) Officers Needed
For Air Combat School

Qualifications for A-V (S) officers of the Naval Reserve who seek admission to the Naval Air Combat Information Officers' School, U. S. Naval Air Station, Quonset Point, R. I., are outlined in Circular Letter No. 20-44 (N. D. Bul. [semi-monthly] 31 Jan., 44-113).

Until further notice, an increased number of suitably qualified A-V(S) officers will be selected from the fleet and from shore establishments for training at the school. Requests should be submitted to BuPers via the Chief of Naval Operations and official channels.

War Workers to See
Navy Invasion Film

Naval personnel maintaining contact with shippers and other war contractors engaged in producing for the Navy are informed that the film, Battle for the Beaches, is now available for exhibition before war workers throughout the country. The film, featuring the heroism of the men who fought and died at Bougainville, Lae, Guadalcanal, Salerno and Tarawa, was produced by the Navy Department Industrial Incentive Division.

The film is based on actual combat scenes, many hitherto unrevealed, in

Refrigerators No
Longer Available
In Ship's Service

Allocation of domestic electric refrigerators to naval personnel through ship's service departments was cancelled by the War Production Board without notice to BuPers on 9 October 1943, the Chief of Naval Personnel explained in Circular Letter No. 35-44 dated 5 February 1944. Efforts by BuPers to obtain reinstatement of the allocation have been unsuccessful.

All applications now in BuPers will be held for an indefinite period, and, in the event of any future favorable action by WPB, will be given every possible consideration. Until further notice, however, no further applications will be processed by ship's service departments for forwarding to BuPers.

Articles Invited
For Institute Proceedings

Articles from 1,000 to 5,000 words in length relating to any activities of naval, historical or professional interest are being sought by the United States Naval Institute for publication in the U. S. Naval Institute Proceedings.

Personal articles of officers or enlisted personnel are invited as much as articles relating to professional or technical development in the naval or maritime field. Even though the author feels his writing style would not be acceptable for publication, he should submit his material without hesitation because the staff of the Proceedings will rewrite and edit the material in readable form. All articles are submitted for security review before publication.

For all such articles, the Naval Institute pays upon acceptance at rates varying from 2½ to 3½ cents per word.

The United States Naval Institute is a non-profit making institution, the sole purpose of which is the advancement of professional, literary and scientific knowledge in the Navy. The Proceedings, published for almost 70 years, goes to nearly every ship and shore station in the Navy, and numbers among its readers many thousands of officers and men of the United States Navy and its kindred services.

Articles should be addressed to the United States Naval Institute, Annapolis, Md.
Muster ing-Out Pay Becomes Law; How (and Whether) to Apply

The War and Navy Departments have agreed on a plan for making mustering-out payments to eligible veterans of this war who have been discharged or released from active duty under honorable conditions since 6 December 1941.

Veterans to be eligible for the mustering-out payment must have been honorably discharged or released from active service on or after 7 December 1941, from the Army, Navy, Marine Corps, Coast Guard, or one of the components thereof, including the women's reserve in each branch.

Since 6 December 1941, there have been approximately 1,300,000 discharges or releases from active duty from all of the services.

A bill recently passed by Congress, and which became law when signed by the President on 3 February, provides for payment of $100 to veterans with less than 60 days' active service; those with active service of 60 days or more and with no foreign service are entitled to $200, payable in two monthly installments of $100; and veterans with service of 60 days or more and who have had foreign service will receive $300, payable in three equal monthly installments. (Information Bulletin, Feb. 1944).

A person who becomes eligible for mustering-out payment subsequent to approval of the law will receive such payment from the proper department without the necessity of an application.

A veteran who has been discharged or released from active duty prior to approval of the law must follow the following procedure:

1. Submit a certificate of discharge or service. To assure the return of this certificate, the veteran is cautioned to write his present address on the certificate.

2. Submit an informal type of certified application on which is stated his name and address; service number, serial number or file number; that he was not discharged or released from active duty to accept employment, without service outside of the United States; that he is not now serving on active duty; that he has not and will not make any other application for the mustering-out payment; the State of which he was a resident at the time of induction or enlistment, and whether he has had foreign service.

Commissioned officers will be required to furnish evidence of length and termination of service to their respective departments. Officers discharged from the Navy will make application to the Bureau of Naval Personnel, Navy Department, Washington, D. C.; officers discharged from the Coast Guard, to U. S. Coast Guard Headquarters, Washington, D. C.; officers discharged from the Marine Corps, to the Commandant of the Marine Corps, Washington, D. C.; officers discharged from the Marine Corps, will file their applications with the Commandant of the Marine Corps, Washington, D. C.

Certain persons discharged or released from active duty are excluded from benefits under the mustering-out law. Among these are:

1. Those who were not discharged under honorable conditions.
2. Those who at the time of discharge or release from active duty are transferred or returned to the retired list, with retired pay, or to a status in which they receive retirement pay.
3. Those discharged or released from active duty on their own request to accept employment and have not served outside the continental limits of the United States or in Alaska.
4. Members of the armed forces whose total active service has been as a student detailed for training under certain specialized or college training programs.
5. Any member of the armed forces for any active service performed prior to date of discharge for the purpose of entering the U. S. Naval Academy or the U. S. Coast Guard Academy.
6. Those whose only service has been as a midshipman at the U. S. Naval Academy or as a midshipman at the U. S. Naval Academy or a preparatory school after nomination as a principal, alternate, or candidate for admission to any such academy.
7. Any officer, who at time of discharge or release from active service, held a grade higher than that of captain in the Marine Corps or lieutenant in the Navy or Coast Guard or any captain or lieutenant with over 17 years' service for pay purposes.

In the case of any veteran discharged under honorable conditions on or after 7 December 1941, and who died after leaving the service and before receiving any portion or the full amount of mustering-out payment to which entitled, payment of the amount due may be made to a surviving wife or husband, or if there is no wife or husband, in equal shares to his child or children, if any; and if the veteran leaves no surviving wife, husband, or child, payment may be made in equal shares to the surviving parents. In cases application should be submitted by letter addressed as follows: If the veteran served in the Navy, to the Chief of Naval Personnel, Navy Department, Washington 25, D. C.; if the veteran served in the Coast Guard, to U. S. Coast Guard Headquarters, Washington 25, D. C.; if the veteran served in the Marine Corps, to the Commandant of the Marine Corps, Washington 25, D. C.

Penalties are provided by law for making false claims for mustering-out pay.

Scholarship Offered Sons Of Naval Personnel

The trustees of Rensselaer Polytechnic Institute, Troy, N. Y., have made available one full four-year tuition scholarship for the class beginning 1 July 1944, to sons of officers, petty officers or non-commissioned officers on the active or retired lists of the Navy and Marine Corps, sons of deceased personnel of the above categories, and to sons of officers of the Naval Reserve on active duty. The student selected will be awarded free tuition amounting to $1,800 for the full four-year course.

Application blanks for the scholarship may be obtained by applying to the Bureau of Naval Personnel. As this is a very valuable scholarship, all personnel interested and qualified to

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and leadership qualities. Only an exceptional student should be considered and the successful candidate will be required to maintain an average grade of 85%.

"The Institute maintains 12 undergraduate courses leading to the Bachelor degree, as follows:

"Civil Engineering, Electrical Engineering, Metallurgical Engineering, Physics, Mechanical Engineering, Chemical Engineering, Business Administration, Biology, Industrial Engineering, Aeronautical Engineering, Chemistry, Architecture.

"Graduate courses are also offered leading to the Masters' and Doctors' degrees.

"The scholarship which the trustees of this Institute offer is distinctly an honor scholarship and is not of the usual kind in which any student who can get a bare passing grade continues to be eligible. In selecting the successful candidate, it is requested that a committee representing the Bureau of Naval Personnel, Yards and Docks, and Ships, be appointed and that they be directed to pay considerable attention to the things that the candidate has done outside of the classroom, such as editorial work, athletics, music, Boy Scout work, etc."

Scholarships Offered
Daughters of Naval Academy Graduates

The principal of the Ogontz School, Montgomery County, Pa., has advised BuPers that the one full scholarship of $1,800 and two partial scholarships of $900 each, offered by the trustees of the Ogontz School will be available for the school year beginning in September of this year.

These scholarships are limited to daughters of graduates of the U. S. Naval Academy on active duty and are not restricted as to place of residence. The full $1,800 scholarship represents the full fixed school charges. The partial scholarships of $900 each represent a reduction in the annual cost of tuition and charges at the school of about one-half the total charge.

These scholarships are for the two-year course in the Ogontz Junior College, which provides for a course of study containing the essentials of a college course both in academic and artistic work. The plan of study is equally adapted to the girl who completes her education at Ogontz. The courses offered prepare any student who attains high standing to enter universities and certain specified colleges with the rank of junior.

There is no entrance examination, but the applicant must be a graduate of an accredited high school or comparable secondary school, and while it is specifically prescribed that no selection by competition is desired or intended, other things being equal, the selection will be given to a girl who has a good scholastic record rather than to one with a poor record.

Since it is extremely difficult to judge the applicants solely on the basis of "paper" records, a personal interview of those deemed to have a reasonable chance of selection becomes a very useful element in the making of the selection which will undoubtedly be made on an equitable basis.

The Commandant of the Eleventh Naval District and the Superintendent of the Naval Academy have each been authorized to appoint a board or committee to interview and nominate applicants for these scholarships to the Navy Department where final selections will be made after consideration of the detailed recommendations of the respective boards or committees.

The parents of any girl desiring to have their daughter considered for one of these scholarships should apply to the Commandant of the Eleventh Naval District or to the Superintendent of the Naval Academy. The letter of application should contain the following information:

(a) a photograph of the applicant,
(b) a letter from the pastor of the family's church,
(c) a letter from the principal of the high school or secondary school from which the applicant graduated, together with an attested statement of academic record, and
(d) such other letters of recommendation as the parents desire to submit.

Applications for these scholarships must be forwarded in time to reach the Superintendent, U. S. Naval Academy, or the Commandant, Eleventh Naval District, by 1 May 1944.

DISTRIBUTION of the INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to assure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

Normally copies are distributed only to activities on the Standard Navy Distribution List in the expectation that these activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.
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The Information Bulletin is for ALL HANDS
PASS THIS COPY ALONG AFTER YOU HAVE READ IT

WHAT'S AN OWL GOT THAT YOU HAVEN'T GOT?

AN OWL CAN'T FIRE A 5-INCH GUN OR COIL A NAVY HAWSER, OR MASTER TRICKS WITH HEAVING LINES OR LEARN THE NAVY'S LAWS, SIR.

YET PEOPLE THINK HE'S PLENTY WISE FOR WHILE HE SITS AND BLINKS, HE GETS SOME MENTAL EXERCISE--HE SITS AND SITS--AND THINKS!

SO WHY LET OWLS TAKE ALL THE BOWS? THEY'RE NOT SUCH WISE GUYS, BUDDY. THERE'S NOTHING AN OWL KNOWS YOU CAN'T KNOW -- WITH A LITTLE SPARE-TIME STUDY!

3 WAYS TO OUTSMART AN OWL:

OFF-DUTY CLASSES
CORRESPONDENCE COURSES
SELF-TEACHING COURSES

Ask your Educational Services Officer for details TODAY!