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

THE NAVY LOSES A LEADER

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

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

William Franklin Knox was born 1 January 1874 in Boston, Mass. His youth was typical of many self-made men. He worked first as a newspaper delivery boy, as a $2-a-week grocery clerk and at other small jobs. Determined to educate himself, he entered and worked his way through Alma College at Alma, Mich.

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

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

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

In 1912 he was a co-founder of the Manchester Leader in Manchester, N.H., and in the Manchester Police Department. Knox's properties to Hampshire In

To his newspaper in particular, he gave his life for his country. We say to him, "Well done, Frank Knox." We dedicate ourselves, one and all, to what would surely have been his last order—"Carry on".

Tribute to Frank Knox

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

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

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

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

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

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

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

Navy Dep. Army Artillery
N. H., and later obtained control of the Manchester Union.

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

Promoted to the rank of major, he transferred to the 35th Artillery and with that unit fought through the bloody battles of St. Mihiel and Meuse-Argonne. He was mustered out of the Army in 1919 with the rank of Lieutenant Colonel. After holding a reserve commission for several years, he was retired as colonel of the 365th Field Artillery Reserve.

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

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

Although 66 years old when he first became Secretary, Col. Knox lived up to his own teachings with amazing energy and vitality. He was out of bed at 6:30 every morning for an hour's walk and persistently went through setting up exercises and massage before breakfast. For years he had a standing offer of a suit of clothes to any of his newspaper associates who would follow his own exercise routine for 30 days. Only one suit was ever claimed.

On many occasions Col. Knox flew to war fronts to inspect Navy ships and shore establishments. He traveled to London, Italy and North Africa to see the war at first hand and confer with Allied and Government military heads actually on the battle sites.

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

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

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

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

A week later he reported to the President. The next day he summoned the press to his office and issued a frank appraisal of our losses.
Throughout his tenure of office Col. Knox dealt frankly with unfavorable aspects of naval operations through the months of early and costly defeats.

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

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

Funeral services were held in the Mount Pleasant Congregational Church, Washington, at 1400, 1 May, while Navy Department personnel attended simultaneous memorial services at the east end of the Reflecting Pool at the Lincoln Memorial, Washington, and at the Navy Annex. Messages of condolence were received from the President, who was unable to attend the burial service, and from Col. Knox's business and Navy associates, as well as leaders of Allied nations.

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

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

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

Honorary pallbearers included the Acting Secretary, James Forrestal; the Assistant Secretary, Ralph A. Bard; the Assistant Secretary for Air, Artemus L. Gates; Admiral Ernest J. King, USN; Vice Admiral F. J. Horne, USN; Vice Admiral R. S. Edwards, USN; Vice Admiral R. R. Waesche, USCG; Lt. Gen. A. A. Vandegrift, USMC; Vice Admiral Randall Jacobs, USN; Vice Admiral Ross T. McIntire, (MC) USN; Vice Admiral Ben Moreell, (CEC) USN; Rear Admiral D. C. Ramsey, USN; Rear Admiral W. J. Carter (SC) USN; Rear Admiral T. L. Gatch, USN; Rear Admiral E. L. Cochrane, USN, and Rear Admiral G. F. Hussey Jr., USN.

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

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

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

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

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

As UnderSecNav, He Supervised Expansion Of Navy Since 1940

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

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

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

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

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

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

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

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

In June 1918 he was promoted to lieutenant (jg) and was released from active duty the following December. He resigned from the naval service in December 1919 with the rank of lieutenant and returned to civil life and to the employ of his old firm, Dillon Read and Co.

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

He was named Under Secretary of the Navy when Congress created that post and he took office 22 August 1940. As Under Secretary he was next-in-command to Col. Knox during the pre-war and war periods when the Navy grew from 200,000 to more than 3,000,000 men and the strength of its fighting ships increased from that of a one-ocean to a seven-ocean Navy. One of his first official acts was to sign the contracts let under the two-ocean authorization law. As Under Secretary he was also Acting Secretary in Col. Knox’s absences.

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

(Continued on Page 51)
Guns belching smoke and flame, Navy task force blasts Kavieng in 3½-hour “diversion” attack.

BB-Amphib Teamwork Wins Emirau...

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

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

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

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

Official U. S. Navy photographs
Army-Navy Teamwork Wins Hollandia

Achieving complete surprise, Army and amphibious forces of the Southwest Pacific Command, covered by units of the Pacific Fleet, poured ashore along a 150-mile stretch of northern New Guinea on 22 April, cutting off the Jap 18th Army and jumping 420 nautical miles toward Tokyo. A dramatic example of the "completely integrated plans" announced by Army-Navy commanders in the Pacific, the operation feinted elsewhere, then hit Hollandia and Aitape. Caught off-balance, the Japs fled, abandoning breakfasts on the beach. Moving quickly inland, the U. S. forces captured the main Jap airfields, 1,110 miles southeast of Davao in the Philippines.

Army troops leap into surf and race ashore at Humboldt Bay.
Enlisted Promotion Rules Tightened

New Directive Reduces Ratings Open to Advancement in Excess of Complement

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

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

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

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

Other highlights of the directive:

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

It requires BuPers approval of changes to any specialist rating and advancement to specialist third class.

Advancement to specialist ratings above the third class may be effected by petty officer ratings upon a basis of appointment.

Advancement to specialist third class.

Advancement to specialist ratings thereby placing all advancements to ratings to certain new ratings, such time served in present rate.

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

<table>
<thead>
<tr>
<th>Rate Group</th>
<th>Vacancies for Advancement</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPO 5-M</td>
<td>2,000</td>
</tr>
<tr>
<td>CPO 7-S</td>
<td>1,000</td>
</tr>
<tr>
<td>CPO 8-M</td>
<td>500</td>
</tr>
</tbody>
</table>

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

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

Administrative commands—such as naval districts, air training commands and sea frontier, force, type and squadron commanders—are authorized to pool the complements of units under their jurisdiction for the purpose of effecting advancements to fill vacancies in combined complements of their administrative commands, except to those ratings which require BuPers approval (see "Special Instructions for Specific Ratings," page 50).

In no case will any of the advancements for construction battalions, intelligence, censorship, public relations, ship repair units, etc., be pooled.

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

Survivors of vessels lost in action who are awaiting assignment; men in temporary duty status, in schools under instruction except Class A schools and in receiving ships and stations awaiting assignment on the receiving end; and reservists, except such as are not qualified for their next higher ratings, may be advanced to ratings declared open to unlimited advancement ashore. Separate instructions have been issued to Class A schools (see page 60).

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

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

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

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

The directive, dated 13 May 1944, is issued as BuPers Cir. Ltr. 134-44 (N.D.B., 15 May 1944, 4-569). It is now or shortly will be available in the executive officer's office or the personnel office of every ship and station.

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

Definitions

See Duty, for purposes of advancement in rating, is defined as follows:

1. Duty in ships prescribed by the Captain-in-Chief, U. S. Fleet Forces, as a part of the organization of the sea-going forces.

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

3. Duty with the Navy Marine Forces.

4. Duty as members of Armed Guard crews or communication liaison personnel.

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

Sea duty in shore-based fleet activities is not counted as sea duty for purposes of advancement in rating.

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

- A rating group includes all petty officer ratings whose postings are made in a selected rating, such as yeoman first class to yeoman second class.

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

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

- A change in service is authorized only in cases of conflict with the new directive.

- Advancement in excess of complement is not to be construed as permanent. Personnel are contained in a new directive just issued by BuPers.

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Serice, Sea-Duty and Marks Requirements

SERVICEx REQUIREMENTS

<table>
<thead>
<tr>
<th>Rating</th>
<th>Present Pay Grade</th>
<th>Pay Pay Grade</th>
<th>Prent Pay Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay Grade 6</td>
<td>No specified time.</td>
<td>Pay Grade 5</td>
<td>No specified time.</td>
</tr>
<tr>
<td>Pay Grade 4</td>
<td>No specified time.</td>
<td>Pay Grade 3</td>
<td>6 mos. in pay grade 4 (4% service may be waived for outstanding personnel).</td>
</tr>
<tr>
<td>Pay Grade 2</td>
<td>9 mos. in pay grade 3 (4% service may be waived for outstanding personnel).</td>
<td>Pay Grade 1 &amp; A</td>
<td>18 mos. (4% service may be waived for outstanding personnel).</td>
</tr>
</tbody>
</table>

MARKS REQUIREMENTS

<table>
<thead>
<tr>
<th>Pay Grade 5</th>
<th>Pay Grade 4</th>
<th>Pay Grade 3</th>
<th>Pay Grade 2</th>
<th>Pay Grade 1 &amp; A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above 3.6</td>
<td>Above 3.6</td>
<td>Above 3.6</td>
<td>Above 3.6</td>
<td>Average 3.5</td>
</tr>
<tr>
<td>for 3 mos.</td>
<td>for 3 mos.</td>
<td>for 3 mos.</td>
<td>for 3 mos.</td>
<td>for 6 mos.</td>
</tr>
<tr>
<td>or higher for and no more than 3.0</td>
<td>or higher for and no more than 3.0</td>
<td>or lower for 1 yr.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTES:
1. Sea duty is not required for:
   a. Aviation branch ratings and V-10 personnel.
   b. Male specialists, V-4, BMA, cable sensor personnel and personnel marked by an asterisk in the Pay Grade 5 and 6 columns.
2. Pay grades of qualified personnel as indicated below. Class V-10 personnel are eligible for changes only to those ratings marked by an asterisk.
3. From machinist's mate to motor machinist's mate:
   a. Upon graduation from Diesel or other internal-combustion engine school services.
   b. When filling a motor machinist's mate billet in vessels to fill vacancies in complement.
   c. To fill vacancies in complement, effective upon receipt of the qualifications for rates concerned.
4. From to pay grades 2 to 4 inclusive:
   a. CY
   b. CMM
   c. CSM
   d. CHM
   e. SKD
   f. CHT

Special Instructions Applicable to Certain Classifications

None of the provisions contained in the new general directive is applicable to advancement of enlisted personnel of the Naval Reserve in Classes V-5, V-3, V-2, V-12, inasmuch as they are classified as not advanced in pay grade.

Except for sea duty, Class V-4 personnel will not be advanced in pay grade between semi-annual marking periods. Commanding officers have been directed to insure that changes in status and advancement in pay grade are not made without proper authorization.

For sea duty, Class V-4 personnel will be advanced in pay grade as specified in the new directive and qualified in accordance with the provisions of the aforementioned Armed Guard letter.

Recorded changes will be made by the COMMANDER, BuPers Manual, as directed by the provisions of the Armed Guard letter.
Mac pauses before the drug store display. Yes, he's tired all right. Irritable, too—he'd almost slugged that marine for calling him a swab-pusher. Nervous? Sure thing. Must be he needs vitamins. Can't hurt anything, he figures, and it might help. So he forks over his good money and gets a fancy box of capsules.

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

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

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

Vitamins are not cure-alls. They do not provide energy, calories, or body-building materials. Their function is to regulate the use by the body of the various food elements. No amount of vitamins is helpful without the essential foods. The average person who eats a properly balanced diet has no business and no need for taking extra vitamins.

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

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

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

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

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

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

Summing it all up:
1. Extra vitamins in the form of concentrates are primarily for the sick, and only a physician can determine which persons will benefit from an extra supply.
2. Self-dosing with extra vitamins (Continued on Page 50)
MIDWAY and the Two Years After

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

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

In his report to SecNav on the war, Admiral Ernest J. King, USN, Cominch and CNO, terms Midway "the first decisive defeat suffered by the Japanese Navy in 350 years." It "put an end to the long period of Japanese offensive action." The two years since have seen the Navy launch its own offensive, in mounting intensity. The following pages briefly review that era, with comments (in quotes) from Admiral King's report.

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

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

On the next 4 pages . . . A pictorial review of the Navy's war in the Pacific since Midway

AT LEFT: Navy planes strike, smashing Jap heavy cruiser, Mogami class.

Midway "restored balance of naval power in the Pacific."

Official U. S. Navy photographs
THE OFFENSIVE-DEFENSIVE PHASE IN THE PACIFIC

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

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

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

4. BATTLE OF CAPE ESPERANCE, 11-12 October, saw U.S. cruisers, destroyers surprise Jap force at night off Guadalcanal. Barge superstructure shows score: 2 Jap CAS, 1 CL, 3 DBs.

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7. **BATTLE OF TASSAFARONGA**, 20 November 1942. Represented last major Jap attempt to relieve Guadalcanal, was broken up by heavy cruiser forces led by Minneapolis, shown camouflaged for repairs after battle.

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

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

10. **BATTLE OF VELLA GULF**, 4 August, resulted when Japs, stung by loss of barges and landing craft to PT boats (above), sent in cruiser, three destroyers. In 45-minute battle, destroyers were sunk; no U. S. loss.
Attu was taken by Japs in June 1942, at time of Midway battle; reoccupied by U. S. a year later. Bitter fight "virtually annihilated" enemy. Above, landing force hits Massacre Bay on 11 May 1943.

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

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

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

Marshalls "Largest offensive yet" sent hugest fleet world has ever seen against Marshalls on 30 January 1944. Kwajalein fell 5 February, Eniwetok (above) two weeks later.

Truk In a bold and sensational blow, powerful carrier task forces raided great Jap naval base at Truk on 17-18 February, sank 22 ships, damaged 11, and destroyed 201 planes in "partial payment" for Pearl Harbor.
**Marianas**

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

**Admiralties**

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

**Palau**

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

**Hollandia**

Kits of Latest Records
Now Available Monthly
To Ships and Stations

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

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

You couldn't buy a set of recordings like these in a U. S. music shop for a million dollars because they aren't for sale commercially—can't even be distributed at activities inside the continental limits, as a matter of fact, except in service hospitals where combat casualties are being treated.

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

GIs in Italy apparently were fed up on local music. As one doughboy wrote, "O Sole Mio will never replace Stardust."

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

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

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

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

From replies to these questionnaires, a decision will be made on future recordings. All activities are urged to send in comments, via BuPers, to V-Disc Department, Attention: Navy Representative Music Section, special Services Division.
V-Discs are made from a new plastic substance known as Vinylite which, in raw state, is a by-product of natural gas. Since this plastic is a critical material, only about 22,000 pounds, or enough for 50,000 records, is available monthly. However, a material similar to Vinylite has been developed and may be used in the future.

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

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

The best 12-inch shellac records cost, at retail, 75¢ and up. V-Discs will cost 41¢ for a kit of 20, or 60¢ each.

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

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

Soldiers demanded and got these recordings: Ain’t Misbehavin’, Two Sleepy People, Slightly Less Than Wonderful and There’s a Gal in My Life by the late Fats Waller; 1-2-3-4 Jump and In a Mellow Tone by Red Norvo; Henderson Stomp, Limehouse Blues and Dinsah by Benny Goodman; Squadron Song, Tail-end Charlie, Don’t Be That Way and Blue Champagne by Capt. Glenn Miller. Another popular number was Paul Whiteman’s rendition of Rhapsody in Blue, with Oscar Levant at the piano. For those with a more classical taste, there were excerpts from Carmen and the overture to Marriage of Figaro by the First Service Command Symphony Orchestra.

Orders for V-Discs which previously have been distributed at Army activities are not available, but some of these numbers may be repeated by popular demand. No song is too old or too new if there is a demand for it. The entire world of music is open to V-Disc customers.

Harrowing First Night On Namur

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

Armored with flame-throwers, dynamite charges, Browning automatic rifles, grenades, and Garand rifles and carbines, our 20-man team moved more than halfway across the island, hurling concussion bombs, blasting pillboxes, and firing into small groups of enemy. Most of the time we were in advance of the front line of the infantry group we were supporting. We had to keep up to a steady pace, and the word was sent back to pull back closer to the landing beach for the night.

Realizing that we were practically alone, the lieutenant in charge of the group ordered us to head back to the front line. Several times we were fired on by the enemy and once a tank rolled up to within 100 feet and failed to see us, but providentially moved out of the way. We had reached the blockhouse when the machine-gun fire first caught us at dusk. They caught us between the crossfire of two machine guns, nailed us down on the ground behind the concrete blockhouse, rolled grenades over the top of us, and then picked us off when we moved back from the blasts. There was enemy fire on all four sides of us, so we had to hole in for the night.

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

About 0330 the Japs moved up a machine gun behind a barrier just in front of us. I had gone out of ammunition and we had to move back behind the blockhouse. Three Japs moved in cautiously from the left. We killed them and then yelled to our sentry who had been posted out there. There was no answer, so a couple of us went out to investigate. We found his body. His throat had been slit. He hadn’t even made a sound.

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

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

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

Somehow we held out until just before daylight, and then slipped back to our line.
On V-12's First Birthday:

Achievements of Program in a Year Make Possible Curtailment Next Fall

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

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

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

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

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

"The end of the war may well find in every V-12 unit an overwhelming majority of men who have been called back to college after combat service," Admiral Jacobs said. "But if, as we all pray, the war ends at such an early date that many V-12 trainees have never seen a ship, let no one impugn their patriotism. They are serving the Navy where the Navy has ordered them to serve. They are serving where the Navy needs them most. The Navy is not keeping them from combat to protect them from danger; it is keeping them in college to man ships which will later join the fleet."

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

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

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

The flexibility of the V-12 program has proved to be of inestimable value to the Navy as well as to the colleges, Admiral Jacobs said. "It would have been much simpler
The Marine Corps, for example, discovered only a few months after the inauguration of the program that it had more than enough Class III (d) students to meet its officer needs. Within the framework of the V-12 program, it was possible to abandon the projected screening of V-12 apprentice seamen into upper-level Marine training, to hold some Marine students for additional terms, to release 600 volunteers for naval training in reserve midshipmen's schools and to eliminate entire Marine detachments at several colleges. These changes solved a serious problem for the Marine Corps and made available to the Navy a splendid group of officer candidates to fill an emergency need this spring; at the same time, the actions were taken without any appreciable effect on the colleges involved, since quotas of Marine trainees were replenished from other sources.

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

"The V-12 program is complex, but its complexity makes possible a more effective use of manpower. Because the fundamental educational requirements for all kinds of mechanized warfare are so similar, and because that similarity has been recognized in the V-12 curricula, students who entered with the idea of becoming marines have had no difficulty in qualifying as deck officers; engineering and deck officer candidates have found it possible to use all their college training in aviation; and pre-medical candidates, when the needs of the service demanded, have qualified themselves for general duty.

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

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

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

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

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

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

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

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

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

YAWL: Note the two masts, the after one placed abaft the rudder carrying a very small sail in proportion to the main sail. A yacht of this type is not likely to be found off shore in wartime.
GLOUCESTER FISHING SCHOONER: This sketch shows a schooner under the short rig more frequently seen than that shown on the opposite page with all sail set.

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

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

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

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

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

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

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

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

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

Ship's service departments run the gamut in size and scope. One may serve the needs of two officers and 50 men. Another may be an integrated chain of activities catering to the personal needs and wants of thousands of men at a huge training station.

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

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

If for instance, one ship's service department finds itself in need of an...
article which is on a high priority list, it often happens that BuPers can furnish the otherwise unavailable item. This is possible because the Bureau, working with WPB, can obtain access to large quotas or released priority items and thus be in a position to assist in redistribution to individual stores.

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

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

BuPers has a representative in the New York office of the Army Exchange Service who sees to it that available supplies are as accessible to the Navy's ship's services as they are to post exchanges.

One of the central services now offered to men of the armed services everywhere is the recent gift-plan which enables the fighting man overseas or at sea to send presents home to family or loved ones. Every ship's service department or store now has the opportunity to have a standard gift catalogue which lists available items. The individual selects his gift, pays for it in his own ship's service store. At home the supplier wraps and delivers the chosen gift with a message from the sender.

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

Ship's Service Fund Established

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

The fund, to be administered by the Chief of Naval Personnel, will derive its income from monthly payments of 1% of monthly sales volume of goods and services by ship's services within continental U. S. and 1 1/2% per month on the same basis by ship's services ashore within naval districts outside the continental limits.

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

(For details, see BuPers Circ. Ltr. No. 117-44 N.D.B., 30 April 1944, 44-489.)
check all such reports for any faulty mathematical or bookkeeping technique.

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

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

A self-insurance plan for activities afloat or overseas to protect them with a practicable means of obtaining adequate coverage — including wartime hazards — also has been made available. Such a policy previously was almost impossible to obtain from commercial carriers.

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

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

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

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

It is:

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

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

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

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

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

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

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

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

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

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

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

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

Taking up the story again, Lieutenant Bever said:

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

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

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

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

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

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

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

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

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

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

The ship is scarcely under way when general quarters is sounded. Men scurry for their battle stations and, despite many previous practice drills, there is a certain amount of confusion.

The general quarters lasts for several hours while divisions officers personally instruct every man in his duties. Each of us must know not only his own duties, but the duties of other shipmates nearby. If one man is killed or wounded, other men stationed near him must be able to take over.

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

One of the first tests is for structural firing. It must be determined whether the cruiser can take the shock of her own gunfire before she practices dishing it out. One of the toughest strains a warship undergoes is caused by the salvos from her heavy guns. So the ship's heavy guns are trained at maximum elevation and fired in salvos at various angles. Perhaps one forward turret is swung around to the limit of train and fired—testing the terrific blast effect on the superstructure.

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

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

Crewmen and officers alike soon learn that a shakedown is no picnic. From three to four general quarters are held every day, at least one of them each day always extending through the morning or evening twilight. The routine is "watch-in-three," but in their off hours the men must keep up their routine work. "Watch and watch" is seldom imposed except in known danger areas because it has been found that humans just can't take it; they get groggy after a few days.
is swung out and fired. A vivid effect on firing practice, every commander knows the importance of keeping his personnel in top condition. The ship steams serenely, its course unimpeded by the wind or waves. The training officer is pleased. He knows that the crew is ready for action.

There are, however, some weaknesses. There are, for instance, no picnic areas. Each man must be alert and well-rested. The training officer is particularly concerned with the crew's ability to perform under stress. The ship is undergoing a series of tests to determine its readiness for battle.

The problem involves damage control. For a half hour before the time periods remaining before the zero-hour are announced, the men are given a series of exercises designed to simulate battle conditions. The problem notifies them of hypothetical shell hits, torpedo hits and other casualties which have occurred to the ship, each one involving a form of damage which will affect not only the local area hit, but the supply lines to other parts of the cruiser. All of these individual problems must be evaluated by the force in the immediate area before the zero-hour is pronounced over the public-address system. Then, at various times, the men are handed slips of paper containing the problem.

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Solving a Battle Problem on Cruiser X

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

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

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

Official U.S. Navy photographs
A damage control party dons flash suits to fight an imaginary fire.

ABOVE: Gunnery officer examines a sleeve target.  
BELOW: Enlisted personnel are inspected.
UPPER LEFT: Navigator and assistants taking noon sun sights

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

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

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

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

Official U.S. Navy photographs
Censoring outgoing mail is a chore of the junior officers. A sailor writes a letter home.

ABOVE: Daily routine for barefooted seamen. BELOW: Looking ast from high in the superstructure.
A Navy Yeoman Gets Action:

AOL-AWOL

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

WHY does a marine go "over the hill?"

What can be done about it?

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

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

ity of analysis and agreement in the comments and suggestions.

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

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

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

Most interesting and significant of all, however, is the fact that Headquarters records in the Discipline Division show that percentage of desertions have decreased tremendously in the past year, though the Corps has approximately doubled its strength.

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

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

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

The elements of two of these opinions are:

1. The individual himself

2. The environment

3. Leadership

4. Management

5. Disciplinary

6. Incentive

7. Training

8. Social

9. Economic

10. Religious

11. Mental

12. Physical

13. Mechanical

14. "C" or "D" training

15. Motivation

"CAUSES"

1. Lack of sufficient indoctrination.

2. Homesickness of the recruit.

3. Increase in the number of married personnel and the attendant domestic problems brought about by the war.

4. Irresponsibility of present day youth in civil life.

5. Higher service pay, enables men to pay for infractions of regulations.

6. Possible leniency in court-martial sentences.

7. Confinement unaccompanied by hard work or training.

8. Desire to avoid going into combat units.

9. Shortage of prison chasers to handle offenders.

10. Furloughs promised and not given.

11. Men about to go overseas "take off".

12. Insufficient publication of court-martial sentences.

13. Wartime transportation delays and difficulties.

14. Today's enlisted man still mainly a "civilian".

15. Applicants for leave not permitted to see C.O.

16. Men not knowing proper way to ask for leave.

17. Less patriotic attitude and obedience by some inductees.
were listed by commanding officers as shown in the panel on opposite page.

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

One phase of insufficient indoctrination apparently is the failure to impress upon the individual the value of a clean military record in post-war civilian life. Too little is understood of the seriousness of military offenses, which at the time may seem trivial to the offender, but have a great effect upon both his future promotion and his complete record of service. The Discipline Division at Headquarters has received hundreds of letters over a period of years from former members of the Corps who were discharged dishonorably or for bad conduct. The pleas of these men often are pathetic in their eagerness to "have the record cleared up," and indicate clearly the suffering brought not only to the offender but to his family as the result of such unfortunate facts coming to light. Others, who have thus far been able to keep their past a secret, live in constant fear that sooner or later the truth will out.

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

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

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

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

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

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

The Army has established disciplinary training centers for handling the situation. One of these is in Casablanca, North Africa, where they work prisoners twelve hours a day and seven days a week—yet keep up military training so that the men will not have lost anything due to incarcera-

(Continued on Page 49)
ONE day last month the submarine USS Tang came home to Pearl Harbor with 22 guests aboard and one of the most dramatic rescue stories of the war. The guests were officers and men of carrier aircraft shot down at Truk during the 29-30 April raid on that big Jap base by Pacific Fleet task forces. The Tang had scooped them out of the sea almost under the muzzles of the Truk batteries.

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

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

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

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

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

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

Quotes of the Month

- Rear Admiral Francis S. Low, USN, Chief of Staff 10th Fleet: “The Germans are now losing a ratio of more than one U-boat for each Allied merchant vessel they sink. How long Hitler can keep up this suicidal type of warfare—only Hitler knows.”
- German prisoner, a former house-painter, at Anzio: “Well, anyway, I've got a better chance of getting my job back after the war than Hitler has.”
- Maj. Richard Bong, Army ace: “If I served 30 days in the brig, also was fined $4. My questions are these: (1) Will I have to serve that time in addition to my regular term of service? (2) Will I get the fine money back? (3) Will this spoil my chances of receiving an honorable discharge?”—A.T.E., S2C.
- Artemus L. Gates, Assistant Secretary of the Navy for Air: “The Navy can operate on the sea, under the sea, in the air, in amphibious operations and on land. This force in itself can police the world.”
The War

The ravaging might of Allied air attacks from Britain was shifted last month from the industrial centers of Eastern Europe to the Nazi’s western defense areas and supply lines feeding them. Day after day bombs fell at the fantastic average rate of three tons a minute. Now they were hitting railroads, airfields, troop concentration points and coastal regions. The change in target areas immediately set the jittery German radio and propaganda sources to bleating daily and contradictory invasion predictions.

As 130,000 tons of bombs rained from the skies in 29 days, and some 700 Luftwaffe fighters plunged down with them, the Nazis turned in all directions at once to bolster their defenses. In Italy, where a new Allied offensive toppled Cassino and destroyed the defense line the Germans had held for three months, the Nazis undid one of Mussolini’s proudest achievements by reflooding the Pontine marshes. In France and the other captive countries new and vicious protective measures were taken against underground uprisings. Nazi fear and hysteria were evident everywhere.

German troops poised in the Atlantic Wall were ordered to destroy 300,000 tame rabbits lest invasion bombing turn them loose to set off booby traps and mines. In Norway the Nazis were reported retiring from strategic industrial plants and sacrificing manufacture there for safer areas. Norwegian, Dutch, Riviera, Balkan and “invasion coast” defenses
RARELY SEEN smiling as he goes about the serious business of directing the world's mightiest sea force, Admiral Ernest J. King, USN, Cominch and CNO, here enjoys a hearty laugh at a reunion with several of his Naval Academy classmates. The picture was taken recently at NAS, New Orleans, by Ens. Gordon E. Winters, USNR, photographic officer there.

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

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

The American, British, French and other forces in Italy struck that blow. On 11 May the biggest Allied invasion received some support in the Garigliano sector and the Allied armies had captured positions in the Garigliano sector and the Allied armies had cut deep gashes in the Gustave Line. Three days later the rubble of Cassino, the mountain town which had withstood a three-month siege, was ours.

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

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

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

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

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

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

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

Naval task forces on their way back...
from the Hollandia operation stepped off at Truk long enough to pound that bastion with 800 tons of bombs from carrier planes in two days and destroy 13 enemy planes. Two other Japanese bases along the way were also bombed, and shelled by our warships.

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

The Navy Department and the British Admiralty announced during the month that their submarines had sunk 21 more Jap ships, including a light cruiser and three destroyers.

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

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

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

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

There, by 1 May, American-trained Chinese troops had fought to within 10 miles of the strategic city of Myang. In the early months of 1942, Japanese forces crossed the Salween River in a westward drive to unite with the others and nip off the northern tip of Burma—region of the Burma road. The drive was called the first important Chinese offensive since the start of the Sino-Japanese war in 1937.

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

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

On 10 May Britain announced a sea victory of supply. In the last six months, it was revealed, more than 1,250,000 tons of war equipment and material had been convoyed to Russia. This figure represented 98% of the total which started out for Russian ports, a vastly improved rate of delivery over the early months of U-boat successes. Later, on 19 May, the British announced that 259,000 tons of materials had been landed in Russia by a single convoy whose escort ships and planes sank two U-boats.

New Destroyer Named Frank Knox

A new destroyer under construction at the Bath Iron Works Corp., shipyard at Bath, Me., will be named the USS Frank Knox in honor of the late Secretary of the Navy. Mrs. Knox has been named sponsor of the 2,250-ton vessel, which will be launched on 16 September.

Naval News

- How two destroyer groups teamed up to destroy all the ships in Kavieng harbor recently was revealed last month by the Navy. One was given the assignment of steaming directly into the harbor from one direction, while the second waited at the back door. The first group sank a 200-ton merchantman on the way to Kavieng and destroyed two more merchant ships and a tanker in the harbor. Three other ships that fled by the back door, as anticipated, were sunk by the second destroyer group as the first turned its guns on Jap installations above.

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

' Mercy' Mission

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

2. Seaman crawls to litter on float gear.

3. Plane takes off and heads for land.

Official U. S. Coast Guard photographs

4. Pharmacist's mates unload "victim."
V-mail has top priority over all other types of personal mail and is never left behind.

When V-mail is used, two transport planes can do the work of 103 similar planes carrying the same number of standard and airmail letters. If everyone had used V-mail since June 1942, enough space would have been saved to send our forces 1,252,609 extra units of blood plasma, 2,298,290 extra units of K-rations or 62,200,322 extra rounds of .30-caliber cartridges.

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

Quick Thinking Saves Planes to Fight Again

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

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

Lieut. Scott S. Fitzgerald, USNR, was piloting a Martin Mariner on a delivery flight to the Pacific when an oil line burst and cut off one of the two engines. The plane was over an Arizona desert basin, surrounded by 6,000-foot mountain peaks which were too high to fly over on one motor. Lieutenant Fitzgerald ordered cargo and extra fuel jettisoned, then eased the 20-ton flying boat onto a dry lake floor. The keel cut into the sand and gouged a path. One wing tipped and swung the boat around, but the Mariner lost speed and slid to a stop.

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

Rescued pilot being transferred from airship cabin to ambulance.

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

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

- Names of nine escort carriers have been changed by the Navy to perpetuate the names of successful battles and actions. They are:
- Former Name
  - New Name
  - Bucair
  - Chaplin Bay
  - Distriker
  - Tollem Bay
  - Aikake Bay
  - St. Andrews Bay
  - Wilpapa Bay
  - Totem Bay
  - Frosty Bay

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

An American airfield at Eniwetok in the Marshalls has been named by the late Lieut. John M. Stickle, USNR, who was killed last December in a daring attack on Jap installations at Jaluit.

Thirty-six per cent of the civilians employed in the major continental naval air stations, as of 1 March, were women. They comprised 63.5% of all the clerical and technical workers, and 51% of the semi-skilled workers. Men still predominated in the skilled trades and as mechanical supervisors.

Upon reaching the age of 64, Maj. Gen. Emmit B. Morehouse, formerly commanding general of the Fleet Marine Force, San Diego, Calif.
Nearly one-half the uniformed personnel now on duty in the Navy Department, Washington, D. C., are officers and enlisted women of the Women's Reserve. Since late 1942, when the first 300 Waves reported for duty, they have released thousands of officers and men for duty at sea or overseas.

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

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

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


War bond purchases by naval personnel in April 1944 totaled $29,303,388 in comparison to $21,675,573 for April 1943. Naval training centers and naval air stations led for the fourth consecutive month. Training centers had 92.7% of civilian personnel investing 21.3% of gross pay, while air stations had 96.5% investing 13.1%. The civilian participation for the entire naval establishment was 93.1%, and pay participation, 12.1%.

Of the April sales, $17,654,484 represented purchases by civilian personnel under the payroll savings plan, and $9,977,794 were allotment purchases by uniformed personnel of the Navy, Marine Corps and Coast Guard.

WITH THE GREATEST OF EASE a stricken merchant seaman rides through the air via breeches buoy from a cargo vessel to a Coast Guard combat cutter in the Atlantic. Because sea was too rough for boat, Coast Guardsmen fired a line to freighter and rigged buoy for sick man.
Bond allotments increased to 1,583,942 in effect as of 30 April 1944.

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

- Because the loss of fighter planes has been one-third less than was anticipated, the Navy has reduced its orders for this type and still will be able to maintain the maximum over-all goal of Navy planes fixed last year as the force necessary to accomplish the Navy's war tasks. Production will be continued on a scale to maintain strength at that level. Because of thoroughness in the training of Navy pilots, relatively few naval fighter planes have been lost in routine handling. Also, in actual combat, even more favorable results have been obtained than had been indicated by early estimates.

- The new stainless steel plane is 185 miles an hour. Except for plywood doors and floor, the plane is constructed entirely of stainless steel.

- Navy Accepts First Stainless Steel Plane

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

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

- Other Navy cargo planes are adaptations of combat or passenger types.
**The Home Front**

Regular payroll war-bond buyers have jumped from 760,000 three weeks after Pearl Harbor to 25,000,000 in 1944, according to latest Treasury Department reports. Bond deductions amount to $435,000,000 monthly now, compared with $5,000,000 then.

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

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

A 100-year search for synthetic quinine came to a successful end early last month when two 27-year-old chemists solved the problem in the laboratories of Harvard and Columbia universities. Because the Japanese conquest of Java two years ago cut off the Allies from virtually all natural supply of that anti-malaria weapon, the discovery by Drs. Robert B. Weddell and William E. Doering may have a military significance comparable to the perfection of synthetic rubber.

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

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

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

The United States and Great Britain, toughening toward neutrals who deal with the enemy, warned 1,500 business establishments in neutral Europe that sanctions might be maintained against them indefinitely after the war unless they stopped commercial transactions with the Nazis. About 5,000 firms in Europe have cooperated so far with the Allies, it was revealed, and even more have kept to a satisfactory middle course.

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

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

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

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

U. S. Pacific Fleet Press Release

Wake Island was bombed by Liberators on the night of 19 April (West Longitude date). Thirty tons of bombs were dropped on the island on the night of 19 April. Ponape was bombed by 7th AAF Mitchells, Army, Navy and Marine aircraft. Ninety-nine tons of bombs on four enemy positions in the Marshalls hit. Ulithi Atoll and other remaining enemy positions in the Marshalls were bombed by Army, Navy and Marine aircraft, 22 April (West Longitude date). Ponape was bombed by 7th AAF Liberators the same day. Airfields at Hollandia, Waski and Savo were struck by carrier aircraft on 22 April. At Hollandia 67 planes were destroyed on the ground. Fuel tanks, ammunition dumps, supply areas and buildings were heavily damaged. Two cargo ships were destroyed. At Wake and the islands were heavily damaged. On the night of 23 April, cruisers and destroyers bombarded the airfields.

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

Moscow, Russian broadcast—The Northern Fleet Air Force bombed a convoy of 23 merchant ships in the Gulf of Finland and sank a trawler and patrol motor boat.

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

22 APRIL

U. S. Pacific Fleet Press Release

Army and Navy heavy bombers dropped 50 bombs on enemy positions in the Marshalls. Ulithi and Wewak were destroyed.

U.S. Pacific Fleet Press Release

Liberators of the 7th AAF bombed Ulithi Atoll and the Truk Atoll on 22 April (West Longitude date). Fliers and explosions were observed. Ponape was bombed on 22 April. Pullfut was bombed before dawn 23 April and Ulithi was bombed 22 April. Remaining enemy positions in the Marshalls were bombed 22 April. Airfields at Hollandia, Waski and Savo were struck by carrier aircraft on 22 April. At Hollandia 67 planes were destroyed on the ground. Fuel tanks, ammunition dumps, supply areas and buildings were heavily damaged. Two cargo ships were destroyed.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—Hollandia area: Our troops pushed six miles inland and are now five miles from the Hollandia airstrip. Airfield: We have occupied the Tarilei airforce. We have captured enemy equipment and supplies.

CHUNGKING, 14th USAF—Our Liberators striking into the tip of Iwo Jima against the Japanese.

23 APRIL

U. S. Pacific Fleet Press Release

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

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—New Guinea: We have seized the Honeidt Bay area on the northeast coast of New Guinea, approximately 50 miles west of Bairoko. Our ground troops have landed, covering a front of about 150 miles. The landing was made under cover of naval and air bombardment.

The complete surprise and effective support ensured initial landings with slight losses. We are pushing forward to secure control of the bay. We are making plans for the next move.

ALLIED TROOPS LAND UNDER COVER OF NAVAL AND AIR BOMBARDMENT

24 APRIL

U. S. Pacific Fleet Press Release

Japanese ships of Cape St. Jacques, six vessels, were sunk, including three 300-foot tankers, one 300-foot freighter and one small naval vessel. This is the first time our planes have attacked enemy ships in the Saigon area. The Japanese were completely surprised.

25 APRIL

U. S. Pacific Fleet Press Release

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

Tangen Atoll and other remaining enemy positions in the Marshalls were occupied by Army, Navy and Marine aircraft, 22 April (West Longitude date). Ponape was bombed by 7th AAF Liberators the same day.

Airfields at Hollandia, Waski and Savo were struck by carrier aircraft on 22 April. At Hollandia 67 planes were destroyed on the ground. Fuel tanks, ammunition dumps, supply areas and buildings were heavily damaged. Two cargo ships were destroyed.

On the night of 20 April, cruisers and destroyers bombarded the airfields.

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

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

26 APRIL

U. S. Pacific Fleet Press Release

Shimona and Paramushiri were bombed by Fleet Air Wing 4 and Matavua was bombed by a Liberator from the 11th AAF on the night of 25-26 April.
bombed sea, including 300 island. This attack
succeeded. The

U.S. BOMBERS FROM CHINA SINK SIX JAP SHIPS
See communicé of 24 April.

Art Island was bombed by a single search plane on 24 April. Ponape was bombed by 4th AAF bombers. Remaining objectives in the Marshalls were struck by Army, Navy and Marine aircraft. A total of 128 four-engined bombers were dropped on targets. At one objective Marine aircraft fired 7,160 rounds of 50 mm. ammunitions at gun positions and fuel storage tanks.

Paramushiru and Shishimui were bombed by Fleet Air Wing 4 and Matsuwa was bombed by the 11th AAF on the night of 24-25 April (West Longitude date). Liberators dropped 1,042 tons of bombs on targets. The 7th AAF bombed dawn of 25 April.

ADVANCED ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Hollandoa: We are closing in on the airstrip from both directions and are getting near the area, dispersing the enemy. We have strafed two small merchant vessels and a large naval target with 348 tons of explosive on four airfields, inflicting their continued unserviceability.

Bougainville: Naval units at night shelled the Japanese, dropping 286 tons of bombs on Truk. The main targets were the Japanese navy and Royal Canadian navy this morning encountered a force of three or four large ships and a cruiser in the Gulf of Alacbon.

Caroline Islands: Our Solomon-based heavy units struck the townships, seaplane base and fuel storage areas on Eten and Param, causing large fires and explosions. Two medium-sized naval units of the Japanese fleet and Royal Canadian navy this morning encountered a force of three or four large ships and a cruiser in the Gulf of Alacbon.

GUINEA—Geelvcnk Bay: One of our ships and an escort vessel hit. The remainder of the enemy force escaped, and his Majesty's ships returned to harbor with minor casualties and superficial damage.

NAVAL AIRCRAFT CARRIER KITALE: All enemy airfields in the southern and eastern area were strafed and a tug. On the same night two enemy destroyers were struck by 400-ton bombs dropped by the U.S. Navy and by aircraft. The destroyers were damaged and the corvette blew up.

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

MOSCOW, Russian Broadcasting—In the approach to the landing, one of the Black Sea Fleet sunk one of two enemy landing boats.

28 APRIL
ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Hollandoa: All airfields are now in our hands and in operation and our two columns are in junction. Enemy resistance has ceased. Disorganized and demoralized enemy forces have withdrawn into the jungle.

Sorong area: Air attack on the Japanese, destroying a small enemy vessel, left an area of small fires and explosions. A large vessel was hit with fully armed troops. Bomongzan. One light naval unit dropped 50 tons of bombs on Truk and Satawan. Welaie also was bombed with good effect.

Carlo, Midway East Air—On 25 April an enemy supply vessel was left settling off the coast of the Central area. This was attacked in the central Aegene. Another supply vessel was sunk in the Gulf of Alacbon.

MOSCOW, Russian Broadcasting—The air arm of the Black Sea Fleet sunk a 6,000-ton tanker and an enemy trawler in the Gulf of Finland.

BERLIN, Russian Broadcasting—"Three ships totaling 3,100 tons were sunk in an attack on a convoy off the British south coast 25 April. A 289-ton ship was torpeded and must be considered lost. In the violent engagement an enemy destroyer was torpedoed and its loss is certain, though not observed."

29 APRIL
U. S. Pacific Fleet Press Release

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

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Sorong: The Jefri armistice, dispersal and supply areas were bombed by 400 tons of bombs. Heavy units attacked the airlift and airstrip. We have strafed any enemy attempt to land planes, our heavy units hit four airfields with 118 tons of bombs. Our ground forces are expanding their operations in northern waters. Our naval carrier-borne aircraft carried out an attack on a German convoy off Bodo. The large tanker was part of the convoy. The attack was made from four carriers and destroyers. Our ground forces are expanding their operations in northern waters.

LONDON, Admiralty—His Majesty's submarines, which continue to sweep enemy shipping in the North Sea and Mediterra- nean, have sunk two supply ships of medium size and two supply ships of small size during recent patrols. Seven other vessels, including two tankers and one large supply ship, were damaged. The medium-sized

30 APRIL
U. S. Pacific Fleet Press Release

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London, Admiralty—During an offensive sweep in the Channel early 29 April, light forces of the Royal Canadian Navy encountered enemy destroyers of the Iron class near Ushant. A gun action ensued, with our distance of enemy-occupied territory. Repeated hits were obtained by our destroyers and one of the enemy destroyers was driven ashore and set fire. The other escaped in the dark- ness. The Board of Admiralty regrets to announce that during the action the destroyer "Aithanata" was torpedoed and sunk. A number of survivors were picked up.

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

It was snowing hard but all supply ships and one escort craft were hit. Three supply ships were left on fire, the largest being hit by an 800-ton bomb. The attack took place while other aircraft penetrated Bodo. Other large supply ship was damaged and one of the enemy positions in the Marshalls by Army, Navy and Marine aircraft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Sorong: All airfields were bombed and supply and enemy equipment. Eighty-six tons of bombs were dropped on remaining enemy positions in the Marshalls on the same date.

JOHN R. MILLER

27 APRIL
ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Hollandoa: Troops from the Hol- landia column, in an amphibious shore-to-shore operation, crossed Lake Sentani to Nafou, seized two airfields and moved on a third. An attack on the Tahamen column, in the northeastern area, was also launched. All enemy air resistance has ceased and we have the airfield in full operation... Madang

30 APRIL
U. S. Pacific Fleet Press Release

Seventh AAF Liberators dropped 41 tons of bombs on Truk Atoll the night of 29 April (West Longitude date). Ponape was bombed by 400 tons of bombs. Heavy units attacked the airlift and airstrip. We have strafed any enemy attempt to land planes, our heavy units hit four airfields with 118 tons of bombs. Our ground forces are expanding their operations in northern waters...
supply ships were sunk by torpedoes off the Riviera. One of His Majesty's submarines surfaced outside a French harbor and shelled a large tanker lying inert. Several hits were observed. A second tanker closely escorted off Cape Camarat was hit by a torpedo. Of the small supply ships sunk, several were carrying petroleum.

**Bombed by enemy planes**

**Bombed by enemy planes**

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London, Admiralty—During recent patrols in Far Eastern waters His Majesty's submarines have sunk destroyers, two medium-sized cargo ships and two smaller ships, as well as two medium-sized supply ships and a small escort vessel. One of the submarines was destroyed while escorting a supply ship off the Andaman Islands and was seen to sink.

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

Moscow, Russian broadcast—Air reconnaissance discovered several enemy vessels proceeding from Sevastopol to the Rumanian shores. A search was extended for two medium-sized cargo ships; two medium-sized supply ships and a small escort vessel. One of the submarines was destroyed while escorting a supply ship off the Andaman Islands and was seen to sink. In the Strait of Malacca, one of His Majesty's submarines attacked a convoy of five small supply ships, one of which carried a deck cargo of motor transport. Another submarine successfully bombarded targets on Ross Island and Port Blair in the Andaman Islands.

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Admiral Marc A. Mitscher, in his report of the operations in support of the Hollandia Landings in the Central Pacific following the raids on Japanese bases in the Andaman Islands, states that: "The enemy vessel off Biak Island was sunk. In the Schwager Islands, an enemy vessel was destroyed and 12 survivors made prisoners. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk. The attacks by the submarine force continued to inflict blows on enemy shipping, with losses amounting to 34 ships severely damaged and many more damaged. One large tanker, one naval auxiliary, and two smaller ships were sunk.
Sea Fleet sank four transports totaling about 10,000 tons, a coast guard motor launch, and seven high speed landing barges in the operation off Sevastopol.

9 MAY

U. S. Pacific Fleet Press Release

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

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—A coast guard vessel was set afire and a barge damaged...WEFUPUSAN: Our aircraft struck a number of blows on enemy ships in the Sevastopol area. In addition to these successes a direct hit with a bomb was scored on an escort vessel and two enemy airfields were strafed.

10 MAY

Navy Department Communique No. 519

The U. S. destroyer Landadale was sunk in the Mediterranean 29 April as a result of attack by enemy aircraft.

The next of kin of the casualties have been notified.

U. S. Pacific Fleet Press Release

Ponape was bombed by the 7th AAF on 10 May. Navy and Marine aircraft bombed and strafed enemy positions in the Marshalls on the same date.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Wewak: Our aircraft sank two enemy ships in the waters east of Algiers. BOMBED—Our light naval units destroyed a barge at Selapiu Island. See communique of 2 May.

11 MAY

U. S. Pacific Fleet Release

Libertos of the 7th AAF bombed Truk Atoll and sank both a large and heavy supply ship. Forty tons of bombs were dropped. A possible hit was obtained on a ship near Moen Island with a 2,000-pound bomb. Single 7th AAF planes bombed Groluk Atoll and Ponape the same day.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Hollandois: Our patrol boats killed 2 and captured 2 and the enemy near Lake Senturug. One of the ships attacked on 6 May with great result.

More of a strong force...While successfully helping to escort a convoy in the North Atlantic recently the frigate HMS Statford sank two U-Boats. Forty-eight survivors were captured from the first submarine and 16 from the second.

12 MAY

Navy Department Communique No. 520

Pacific and Far East

U. S. submarines have reported the sinking of 23,000-tonne enemy ships in the Barents Sea as a result of operations against the enemy in these waters, as follows:

One destroyer, one large tanker, one medium transport, one medium cargo transport, seven medium cargo vessels, one small cargo transport and one merchantman were sunk.

These actions have not been announced in previously Navy Department communiques.

U. S. Pacific Fleet Press Release

Seino search planes of Fleet Air Wing 2 bombed landing strips at Kusale Island and at Moria in the Hall Islands on 10 May (West Longitude date). Bombers of the 7th AAF dropped torpedoes on the same date on Army, Navy and Marine aircraft bomb and strafed remaining enemy positions in the Marshalls the same date.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kotula: Our aircraft sank two U-Boats. Two destroyers and a large tanker were damaged.

13 MAY

NAPLES, Navy—Yesterday, 12 May, in support of the army a British cruiser escorted convoy carrying aircraft and motor transport across the Channel.

A similar attack sank a large tanker. In addition to these successes a direct hit with a bomb was scored on an escort vessel and two enemy airfields were strafed.
14 MAY

U. S. Pacific Fleet Press Release

Mitchell bombers of the 7th AAF at-
tacked Nauru on the morning of 12 May (West Longitude date). Several fires were started. Shore installations, ammunition dumps and phosphate works were hit. Two large ships in the same area were sunk. Six U. S. cruiser escorts were attacked by two destroyers.

LOCATED AIR.—This attack by aircraft of the Coastal Command and Allied Expeditionary Air Forces attacked a strongly guarded enemy convoy off the Netherlands coast. Two merchant vessels were hit with torpedoes and one of the escort vessels was left listing badly.

NAPLES, May—Naval support continues to be given to the land forces of the Fifth Army. Yesterday a convoy of 114,000 tons, concentrations at Itri and heavy enemy guns in the same area were sunk. Six U. S. cruisers were attacked by two destroyers.

LOCATED AIR.—This attack by aircraft of the Coastal Command and Allied Expeditionary Air Forces attacked a strongly guarded enemy convoy off the Netherlands coast. Two merchant vessels were hit with torpedoes and one of the escort vessels was left listing badly.

See communiques of 14-18 May.

15 MAY

U. S. Pacific Fleet Press Release

Search planes of Fleet Air Wing 4 dropped four 1,000-pound bombs on a medium-sized cargo vessel in Truk lagoon before dawn of 14 May. Another Fleet Air Wing 2 plane bombed and strafed the airstrip at Puluwat Island.

NAPLES, May—Effective naval cooperation continues to be given the land forces of the Fifth Army. On 14 May a U. S. cruiser escort, seven destroyers, were attacked by two destroyers. Enemy concentration and batteries around Formia and Itri. Two enemy aircraft were shot down.

Another U. S. AAF fighter-bomber on a sweep off Cattara Island in Tongking Gulf on 15 May attacked 12 large junks, several of which were destroyed and others damaged.

ADVANCED ALLIED HEADQUARTERS IN

NEW GUINEA—WEATHER-FORECAST COAST: Our bombers and fighters bombed and strafed remaining enemy positions in the Marshalls during the day and night of 15 May (West Longitude date). Fuel storage facilities, runways and buildings were hit.

CABO, MIDDLE EAST AIR.—Middle East aircraft harassed enemy shipping from the approaches of Greece to the eastern Aegean yesterday in a search that lasted throughout the day. Fourteen enemy ships were spotted and two vessels heading for a small island in the Aegean, and another 15 miles away. Later they attacked another vessel which had just entered the Dardanelles and threw three bombs in it. A Greek coast guard vessel which had been transferred to the Aegean, was also hit. A Greek reconnaissance plane was also hit.

LOCATED AIR.—In the night of 13-14 May, air reconnaissance near the Norwegian port of Kristiansand observed an enemy convoy of 18 supply ships and 20 destroyers present in the same locality. Three supply ships with a total tonnage of 15,000 tons were sunk, also a self-propelled barge, an auxiliary vessel and a coastal guard vessel. In addition, three enemy ships were set afire. The convoy was then searched and destroyed. Danish coastal batteries were targeted on other supply and escort ships.

16 MAY

U. S. Pacific Fleet Press Release

Two hundred and forty tons of bombs were dropped against a convoy of the Mar- shall, during daylight 14 May (West Longitude date). In a coordinated aerial attack by Fleet Air Wing 2, the 7th AAF and 5th Marine Aircraft Wing fighters flew 284 sorties. Attacks were made at altitudes ranging from 5,000 to 10,000 feet. Eight of our aircraft received minor damage and were brought back. Bombers were dropped on targets in the Truk area.

Other objectives in the Marshalls were harassed on the same night until dawn. A total of 185 sorties were flown of which 4 bombod Shimushu in the Kuriles the night of 14 May.

The seaplane base, airfield, installations and town were hit. Nine enemy aircraft were shot down. Fourteen enemy aircraft were strafed and possibly sank a 10,000-ton cruiser and probably sank a 14,000-ton cruiser. Bombers attacked and probable sank an 18,000-ton Japanese battleship and a medium cargo ship in Truk Harbor on 14 May. The same plane later bombed and strafed Puluwat Island.

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

NAPLES, May—It is reported that during the night of 14-15 May a naval patrol was sent off the coast of the Orient and attacked a single E-boat and damaged another. In support of the Fifth Army, enemy positions in the Marshalls were attacked by U. S. cruisers and destroyers.

LOCATED AIR.—This attack by aircraft of the Coastal Command and Allied Expeditionary Air Forces attacked a strongly guarded enemy convoy off the Netherlands coast. Two merchant vessels were hit with torpedoes and one of the escort vessels was left listing badly.

NAPLES, May—On 14 May, a U. S. cruiser escort and seven destroyers were attacked by two destroyers. Enemy concentration and batteries around Formia and Itri. Two enemy aircraft were shot down.

Another U. S. AAF fighter-bomber on a sweep off Cattara Island in Tongking Gulf on 15 May attacked 12 large junks, several of which were destroyed and others damaged.

17 MAY

U. S. Pacific Fleet Press Release

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

LOCATED AIR.—In the night of 13-14 May, air reconnaissance near the Norwegian port of Kristiansand observed an enemy convoy of 18 supply ships and 20 destroyers present in the same locality. Three supply ships with a total tonnage of 15,000 tons were sunk, also a self-propelled barge, an auxiliary vessel and a coastal guard vessel. In addition, three enemy ships were set afire. The convoy was then searched and destroyed. Danish coastal batteries were targeted on other supply and escort ships.

18 MAY

U. S. Pacific Fleet Press Release

Wake Island was bombed during daylight 16 May (West Longitude date). Large fires were started. Wake Island was hit. A large fire was started. Two of our aircraft suffered minor damage. Both Wake Island was attacked by U. S. bomber aircraft on 16 May. Hits were obtained on both island positions. Antiaircraft was intense. Japanese fighters and bombers attacked the target. One of our aircraft was shot down.

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AOL-AWOL

(Continued from Page 34)

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

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

Records and statistics apparently prove that when war conditions are serious and campaigns active, desertion and absenteeism decrease. The largest volume of courts-martial in the last war were recorded following cessation of hostilities, when, with the fighting done, many men became restless to return to their homes. Possibly the stepped-up activity in the Pacific by Marine organizations has been a contributing factor to the recent heavy reduction in deserts. One thing is certain, however, that the percentage of infractions of discipline, particularly as regards AOL, AWOL and desertion has rapidly decreased. This decrease coincided with the discovery by enlisted personnel they couldn't make use of misdeeds to avoid combat service, or to get out of the service entirely on a bad discharge, without a stiff sentence including confinement. Incorrigibles and "retries" (constipated psychopathic or inferiority cases) are in the minority and must be handled individually. Not more than an approximate ten (10) percent of personnel in the Corps has been found in the latter categories. These must be segregated early in the training period lest they affect others around them. This brings up the subject of "sample treatment," i.e., disciplinary action for the impressing of those "border-line" cases who might be affected by the actions of the offenders, and attempt to emulate the same. As a result of this disciplinary action, it is necessary to agree that the initial deliberate infraction of regulations should be treated with swift and severe action, so that the other members of the unit may learn that orders are to be obeyed instantly, and that offenses bring swift punishment.

In the treatment of court-martial prisoners under sentence, every effort should be made toward rehabilitation rather than mere punishment, otherwise a reclaimable soldier may be lost to the service. There is little room in modern training and intelligent disciplinary programs for the "hard-boiled" prisoner who glories in inflicting too heavy or unfair suffering upon the transgressor already paying for his offense. The officer who can, and will, take the time to properly indoctrinate his command in the matter of liberty, leave and the seriousness of AOL, AWOL and desertion, will be a great factor in reducing if not entirely eliminating the greater part of such offenses. If, in addition, he has the happy faculty which the successful athletic coach considers his stock in trade, of talking to his charges and getting their reactions, unburdening themselves of their worries, etc., and, without leading them by the hand, helping them in their problems, he will have gone a long way on the path of leadership. He will have few problems in the realm of AOL, AWOL or desertion.

How Did It Start?

"Show a leg," a slang term for ordering men to turn to, originated during the reign of King George III, when women were allowed to accompany sailors on long voyages. It was the custom when ordering seamen from their bunks, for the bos'un to demand: "show a leg." If the leg was covered by a stocking, he knew it belonged to a woman and she was allowed to go back to sleep. (If you have a different version, send it in.)

1. Why does it take longer to raise the ensign to half-mast than to full? 12. The Frisian Islands are: (a) in the South Pacific, (b) off the coast of India, (c) in the Mediterranean, (d) off the coast of the Netherlands?
2. In what position did SecNav Forrestal enter the naval service? 13. Can you identify this now obsolete rating badge?
3. What was the "roaring 40s"? 14. What is the trajectory of a shell?
4. Are U. S. Navy ships ever named after women? 15. Marines on board a naval vessel are entitled to the same privileges and under the same discipline as the rest of the crew. True or false?
5. Whom was the U. S. Naval Academy established at Annapolis? 16. Presence of the cumulonimbus type cloud usually indicates: (a) clear weather, (b) cloudy conditions, (c) thunderheads, (d) fog but no rain.
6. Identify this plane: 17. How did the word "tar" as a general name for a sailor originate?
7. What was the first U. S. Navy ship to sail around the world? 18. What is a monkey's fist?
8. Mustard gas has an odor resembling: (a) mustard, (b) garlic, (c) geraniums, (d) hay, (e) horseradish.
9. How did the U. S. Marines earn their nickname, "leathernecks"?
10. Before Pearl Harbor approximately 300 men were required to build an aircraft carrier. What is the construction rate today?
11. Who said: "You may fire when you are ready, Gridley?"

What Is Your Naval I. Q.?
Promotions

(Continued from Page 9)
duty requirement is modified as indi-
cated in "Service, Service-Duty and Marks
The term "Construction Battalion personnel"
includes all men perma-
nently assigned to Construction
Battalion activities, except for men in the
Hospital Corps, steward's branch,
photographer's mate and specialists
ratings. Personnel in those ratings
are not Construction Battalion
personnel and, therefore, may be advanced
only under the provisions of the
new directive going into effect as general-service
and specialist ratings. Bureau of Yards

Training Courses, Service
School Requirements

Only commanding officers of operating
units of forces abroad are author-
ized to waive completion of training
courses for advancement of deserving
men, but full use should be made of
courses available and men should be
advanced to the maximum extent possible.

Graduation from a Class A service school will be required in the equiv-
alanl of completion of training courses for petty officer third class ratings.

For advancement to the following marksmen rating. application for
waiver of requirements of BuPers Manual may be
waived by CUs. provided the can-
didates are in all other respects qualified and fulfill
the additional requirements as indicated.

CTM. CTMV (1 or 4. & 2)
TGC. TGC'. FCIC
CFC. CFCS (1. 2. 3)
CEM (1. 2. 3)
CPO. CPN
PR rates (1. 6)

1. Serving at sea or outside contin-
ental U.S.
2. Has had at least 18 months' service
in pay grade 2.
3. Has served at least one year in
first class rating in operation and
maintenance or servicing of one
or more of the following directors:
Mark; 19, 28, 35, 37, 50.
4. Servicing shore in Tokyo over-
haul shops.
5. Is qualified in the duties of a
safety officer and electrician and an
entire satisfactory effect made in ser-
vice record.
6. Special precautions in the inter-
ests of safety have been taken to
assure adequate qualifications be-
fore effecting advancements.

Answers to Quiz on Page 49

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

Vitamins

(Continued from Page 10)
may upset the delicate balance of the nutrients in the body and may
affect the body's ability to use food properly.
3. Harm may result to persons who
assume that by taking extra vita-
mins they can ignore other matters of health and diet.
4. If the human body doesn't need the
extra taken, it usually passes off
as waste, but it may cause harm.
5. As with patent medicines of a
former day, possibly the greatest harm
is the waste of money. Synthetic preparations are expensive as com-
pared to natural vitamin sources in
food.
6. The realm of vitamins is not fully
explored by any means. There are
still uncertainties, as all vitamins
are not yet fully known.
7. One thing is known: The Navy
ration is a well-balanced diet that
is scientifically designed to keep
you in first class shape
without any extra vitamins.
BIDDLE HALL, U. S. Naval Home, Philadelphia, Pa., lat. 39°56010 N., long. 75°11-00 W: One of the main buildings, it was named in honor of the first governor of the home, Commodore James Biddle, USN. It is 385 feet in front, embellished with a marble portico of eight Ionic columns each three feet in diameter and is built in the solid masonry style of the time. The cornerstone was laid 3 April 1827.

Naval Home Continued

As Harbor for Aged

Continuance of the U. S. Naval Home at Philadelphia as a naval activity was approved recently by SecNav. The home was opened in 1881 for disabled and aged seamen and marines unable to support themselves by manual labor, and has always been operated by the Navy. Veterans of 23 wars and campaigns now reside there.

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

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

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

“...At the corner of Gray’s Ferry Road and the Schuylkill, the Naval Home is located...”

New SecNav

(Continued from Page 5)

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

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

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

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

On a trip to the Pacific last winter he witnessed the invasion of the Marshall Islands from the deck of a man-o’-war. According to report, he presented such a youthful figure in khaki and open neck shirt that he was mistaken for one of the ship’s company.

After the Marshalls operation he again inspected the logistics network in the Pacific, visiting Tarawa, Guadalcanal, Espiritu Santo, New Caledonia, Bougainville, New Guinea and Australia.

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

Recently he stated that Americans “scarcely deserve to survive if they forget the lessons of history this time and permit the disintegration of the great sea and air power which our Navy will have at war’s end.”
Medal of Honor Awarded To Marine Ace
And To Seaman Who Saved an LST

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

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

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

The second medal was awarded posthumously to Johnnie D. Hutchins, USN, of Lissie, Tex., who was killed in action on the LST-473 during landing operations on the Japanese base at Lae, New Guinea. (INFORMATION BULLETIN, March 1944, p. 63.)

As the landing craft approached the beach a murderous hail of bullets from shore batteries and bombs met the invading forces. A torpedo was spotted, bearing down on the LST-473 with deadly accuracy. The helmsman started to maneuver the ship out of its path, but before he could make a move a bomb hit the pilot house, blasting the helmsman from his station. Hutchins was in the demolished pilot house, mortally wounded but still alive. With his last ounce of strength he grasped the helm and turned the ship clear of the torpedo. He died still clinging to the wheel.

NAVY CROSS

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

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

★ Capt. Irving D. Wiltsie, USN, Plainfield, N. J.: As commanding the USS Liscome Bay in action against Japanese forces off Makin Island, 24 November 1943, he fearlessly fought his way aft to determine the extent of damage suffered from a torpedo hit. His valiant devotion to duty was undeterred by raging fires, structural damage and blasting wreckage.

★ Lieut. Samuel H. Alexander, USNR, Winton, Calif.: Commanding the USS LST-318 during the amphibious assault on Sicily, he had beached his ship at the assigned point near Cefalonia when an enemy plane bombed it and set fire to the cargo of ammunition. With great courage he skillfully directed fighting of the blaze and the rescue and transfer of all survivors, many of whom were severely burned. His prompt and gallant action saved many lives.

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

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

★ Lt. (jg) Willis E. Maxson III, USN, Austin, Tex.: As junior officer of the watch during an attack on the Bath, he directed the rescue and transfer of all survivors, many of whom were severely burned, party by party to rescue ships. He remained aboard the Bath until he hit an enemy mine and sank.

★ Lt. (jg) Willis E. Maxson III, USN, Austin, Tex. (posthumously): As junior officer of the watch during an attack on the Bath in a ceremony in London.
For reasons of security, the deed for which a man receives a decoration very often cannot be fully described either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

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

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

DISTINGUISHED SERVICE MEDAL

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

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

LEGION OF MERIT

* Rear Admiral (then Capt.) Leo H. Thebaud, USN, Washington, D. C.: Commanding the uss Boise during the assault on Sicily, he bombarded enemy positions and supported the landings of our troops with devastating effectiveness. His distinctive ability con-
ADMIRAL DENFELD DECORATED: Rear Admiral Louis E. Denfeld, USN, Assistant Chief of Naval Personnel, is congratulated by Assistant Secretary of the Navy Artemus L. Gates following presentation last month of the Legion of Merit. Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, looks on. Admiral Denfeld was honored for his outstanding service (while a captain) as chief of staff of an Atlantic Fleet task force from 7 April to 26 December 1941.

LEGION OF MERIT cont.

...contributed greatly to the success of our operations.

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

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

Officer Decorated Three Times for Amphibious Service

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

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

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

our forces while commanding convoys.

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

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

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

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

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

* Comdr. Joseph P. Canty, USN, Port-

BRAZILIAN ADMIRAL CITED: Vice Admiral Alceu R. de Vasconcellos of the Brazilian Navy has received the Legion of Merit, degree of commander, for his outstanding service as the U. S. as senior naval member of the Joint Brazil-United States Defense Commission.
II, USN: Of staff in Sector 1943, he organized and directed the joint planning for amphibious operations against Japan, and supervised the operations of the Guadalcanal and the Russell Islands despite the age of his ship, poorly charted waters and persistent and severe enemy attacks.

III, USN: Under Adm. Group, the joint planning for amphibious operations against Japan, and supervised the operations of the Guadalcanal and the Russell Islands despite the age of his ship, poorly charted waters and persistent and severe enemy attacks.

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

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

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

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

Comdr. Robert H. Wilkinson, USN, New Smyrna Beach, Fla.: Commanding a destroyer transport in the Solomons, he directed the landing of troops and supplies at New Georgia, Vella Lavella, Treasury and Bougainville Islands despite unfamiliar waters, the age of his ship and persistent enemy attacks.

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

Comdr. William M. Gullett, USN, Lincoln, Ill.: As executive officer and in charge of U.S.S. Algona during the invasion of Italy, he conducted accurate and timely shore bombardment and effectively screened the transport areas against submarine menace. When the British hospital ship Newfoundland was bombed, he maneuvered alongside, placed a fire and rescue party aboard and removed survivors to safety.

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

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

**Lt. Comdr. Marston W. Burdick, USNR, La Jolla, Calif.:** Commanding a destroyer transport in the Solomons, he landed troops and supplies at New Georgia, Vella Lavella, Treasury and Bougainville Islands despite the age of his ship, poorly charted waters, and persistent and severe enemy attacks.

**Lt. Comdr. John R. Daiz, USN, Philadelphia, Pa.:** As executive officer of a naval vessel, he participated in the initial occupation of Guadalcanal-Tulagi and made many trips to the forward area to assist with the logistics. He assisted in bringing his ship safely through numerous engagements with enemy planes and submarines.

**Lt. Comdr. Louis M. Fazio, USNR, West Los Angeles, Calif.:** As senior beach master during the assault on Betio Island, Tarawa Atoll, he displayed outstanding professional and organizational ability. He worked tirelessly under difficult conditions.

**Lt. Comdr. John D. Freece, USN, Framingham, Mass.:** Commanding an LCT flotilla during the invasion of Sicily, he achieved outstanding results and training and preparation of his men and brilliantly directed their landings in spite of adverse weather.

**Lt. Comdr. Alphord Hayeys, USN, San Diego, Calif.:** Surmounting numerous difficulties, he developed high state of efficiency in his command and enabled the LCT flotilla which he commanded to effect successful landings and carry out unloadings during the assault on Sicily.

**Lt. Comdr. Edward F. Jackson, USN, Annapolis, Md.:** As commanding officer of a destroyer in the Solomons area, he contacted a Jap submarine, surfaced and proceeded on a parallel course. Illuminating the craft with starshells and tracers, his ship fired several salvos in rapid succession. When a hostile bomb struck, he was killed but his well-trained crew carried on and controlled the flames and saving the ship.

**Lt. Comdr. Edward W. Wilson, USN, Pittsburgh, Pa.:** Commanding an LCT (L) group during the capture of Sicily, he instructed crews under his command with professional skill and under-organized and determined fighting spirit. During the initial invasion, his brilliant direction as commander of an assault wave enabled his craft to effect assigned landings on schedule despite adverse weather conditions and strong enemy opposition.

**Lt. Comdr. Ralph L. Ramey, USN, Stanford, Ky.:** Commanding a destroyer transport in the Solomons from July to November 1943, he brought his vessel through hazardous, poorly charted waters and transported troops and supplies and successfully repelled operations against Vella Lavella, Treasury and Bougainville Islands despite the age of his ship and persistent attacks by all weapons of the enemy. He also carried out other vital missions of escort, reconnaissance and vigorous bombardment of enemy shore installations.

**Lt. Comdr. Gordon Raymon, USN, Riverside, Calif.:** As commander of an LCT flotilla during the invasion of Sicily, he developed crews of high morale and excellent fighting spirit. His initial attacks were landings despite adverse weather.

**Lt. Comdr. Otto W. Spahr Jr., USN, Orangeburg, S.C.:** Commanding the USS Rhoda during the Sicilian campaign, he made hazardous sweeps of the coast, escorted Allied convoys and inflicted severe damage on attacking aircraft. He also sank an enemy torpedo boat during a period of concentrated offensive action.

**Lt. Comdr. John O. Speer, USN, Crafton, Pa. (posthumously):** At first lieutenant and damage control officer of the USS Savannah during the invasion of Italy, he worked tirelessly to organize and train a prompt and effective crew in case of enemy attack. When a hostile bomb struck, he was killed but his well-trained crew carried on and controlled the flames and saved the ship.

**Lt. Comdr. Floyd B. T. Myhre, USN, Aberdeen, Md.:** As officer-in-charge of the LCT-277 during the assault on Sicily, he beached his craft and effected immediate repairs when it was struck and damaged then directed a direct hit from a shore battery. His vessel was able to disembark troops at a critical point of the action.

**Lt. (jg) Edmund H. Volkert, USNR, Falns Church, Va.:** As officer-in-charge of the USS Maddox had been torpedoed during the assault on Sicily, he skillfully directed his ship to the scene and, operating over a two-mile-square area, picked up all survivors of the destroyed vessel and transported them to safety.

Laurence M. C. Cobb, USN, presents the Legion of Merit to Rear Adm. Chester W. Nimitz, USN, for outstanding service as salvage superintendent following the Pearl Harbor attack.

SALVAGE CHIEF: Capt. James M. Steele, USN, receives the Legion of Merit from Admiral Chester W. Nimitz, USN, for outstanding service as salvage superintendent following the Pearl Harbor attack.

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The photograph, "The Battle of Savo Island," depicts the battle off the Solomon Islands on August 9, 1942, as part of the Guadalcanal campaign.

**SILVER STAR MEDAL**

Capt. Robert W. Hayler, USN, Munch., Ind.: Commanding a U.S. naval vessel during long and arduous campaigns in the Solomons, he skillfully maneuvered his ship into position and assisted in destroying at least four hostile vessels and the damming of two more.

Capt. James H. Peterson, USCG, Boston, Mass.: Commanding a U.S. naval vessel during long and arduous campaigns in the Solomons, he skillfully maneuvered his ship into position and assisted in destroying at least four hostile vessels and the damming of two more.

Capt. G. W. C. Hoag, USN, Houghton, Wash.: Serving in the U.S. Navy during World War II, he skillfully maneuvered his ship into position and assisted in destroying at least four hostile vessels and the damming of two more.

Capt. D. E. Berdahl, USN, Chicago, Ill.: Commanding a U.S. naval vessel during long and arduous campaigns in the Solomons, he skillfully maneuvered his ship into position and assisted in destroying at least four hostile vessels and the damming of two more.

Capt. H. B. Ladd, Jr., USN, Houghton, Wash.: Service in the U.S. Navy during World War II, he skillfully maneuvered his ship into position and assisted in destroying at least four hostile vessels and the damming of two more.

Capt. W. H. C. Myers, USN, Boise, Idaho: In face of heavy enemy fire during operations against New Georgia, he assisted in transporting troops and supplies through hazardous waters and under frequent attack in support of landing operations at Rendova and New Georgia, skillfully fighting off attacks and bringing his ship through unharmed.

Capt. H. H. Miller, USN, Swaziland: Commanding the U.S. Navy during World War II, he skillfully maneuvered his ship into position and assisted in destroying at least four hostile vessels and the damming of two more.

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Capt. H. B. Ladd, Jr., USN, Houghton, Wash.: Service in the U.S. Navy during World War II, he skillfully maneuvered his ship into position and assisted in destroying at least four hostile vessels and the damming of two more.
by a superior force. Despite hostile gunfire and illumination, he succeeded in destroying an enemy ammunition ship and withdrew his own boats without damage.

USNR, SILVER STAR

Lt. Comdr. Charles J. McWhinnie, USNR, San Francisco, Calif.: Commanding a destroyer in the Solomons 29 June 1943, he directed the operations of his ship through dangerous waters to establish a vital beachhead on New Georgia in advance of the main attack. He brought his ship through persistent enemy attacks unharmed.


Lt. Comdr. Ralph L. Ramey, USN, Pittsburgh, Calif.: Frequently subjected to enemy bombing and shelling during operations against Rendova and New Georgia, he successfully transported troops and supplies to the advance beachhead on New Georgia. He brought his ship through intense fire and opposition without damage.

Lt. Comdr. Charles C. Morgan, USN, New York, N. Y.: Valiantly risking his life in continuous Japanese fire, he worked tirelessly under the most perilous conditions to attend the dye broached and blinded his men, and continued his actions on Bougainville, 29 November 1943.

Lt. (jg) John L. Fagerland Jr., USNR, Arlington, Mass.: Attached to the deck gun of an LST during the invasion of Sicily, he and his men succeeded in checking flames which resulted when gasoline tanks and drums were ignited by hostile bullets. He stood in spreading gasoline and directed the control of the flames before they could reach other inflammable materials.

Lt. (jg) Russell R. Groves, USNR, Louisiville, Ky.: With complete disregard of his own safety during the invasion of Italy, he led his boat waves to designated beaches in the hazardous initial assault, effecting the landing of outstanding personnel, and skill under extremely difficult conditions.

Ens. Theodore R. Chrischilles, USNR, Algona, Iowa: Commanding a support ship during the invasion of Italy, he escorted the first assault waves and exhibited splendid leadership and complete disregard for his own safety in the face of heavy and close enemy artillery fire.

Ens. Kenneth E. Bowe, USNR, Holland, Mo. (missing in action): As scout boat officer during the invasion of Italy, he courageously embarked in a small kayak in complete darkness, landed in advance of the assault and maintained an exposed position despite heavy enemy fire while he directed the attacking forces to their proper landing point.

Ens. Henry D. McNabb, USNR, Calif. (posthumous): Prior to assault operations against Italy, he skillfully organized and trained salvage boat crews and later worked under extremely dangerous conditions, turning many damaged and stranded craft to active service. He carried out his mission until the boat in which he was embarked was struck by an enemy shell.

Ens. Raymond K. Peterson, USNR, Cromwell, Conn.: In charge of an assault boat during the invasion of Italy, he succeeded in escorting 25 amphibious trucks to assigned beaches despite limited navigational facilities. His courageous action enabled proper disposition of reserve forces and contributed to their effectiveness in support of the invasion.

Ens. Carmen F. Pirro, USNR, Solvay, N. Y. (missing in action): In command of a scout boat during the invasion of Italy, he proceeded through gunfire and darkness in advance of the main attack. Finding his designated landing point obstructed, he transferred the boats to a designated landing point and enabled the boats to disembarque with minimum loss.

Ens. John F. Sprague, USNR, Sunnyside, Wash. (missing in action): Piloting a fighter plane against targets in the Pacific, he destroyed a large Japanese transport, attacked a destroyer, and damaged a heavy cruiser.

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Ens. Matthews, N. Y. war patrol

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swept the submarine. When his crippled and blazing bomb had been forced to land on the sea, he continued his daring attacks on the U-boats.

* Ens. Albert P. Thomas, USNR, Portsmouth, Va.: As commander of the first wave of boats of a landing team during the assault on Tarawa, he maintained complete control although wounded by two direct hits which killed many of his men. He embarked troops, aided wounded men to positions behind the boat, dispatched them to places of safety, and then swam to the pier and was rescued. Though greatly weakened, his first thought was of aid for three wounded men left on his boat.

* Matthew J. Carr, CSM, USN, Brooklyn, N.Y.: Throughout the hazardous war patrols of his submarine in Japanese waters, he displayed expert skill during surface attacks when continuous and speedy maneuvering was required. By his exceptional alertness he was first to report a hostile freighter which was subsequently destroyed.

* Joseph E. Day, CTM, USN, Toppenish, Wash. (missing in action): Serving in a submarine in action against the Japanese, he displayed outstanding leadership as chief of the boat throughout three hazardous war patrols. During night surface engagements he maintained efficient and expeditious handling of ammunition. His devotion to duty was an inspiration to his shipmates.

* Frank W. Nettleship Jr., CEM, USN, Portland, Ore.: Throughout the hazardous patrols of his submarine in Japanese waters, he maintained the electrical apparatus in excellent operating condition. On one occasion he effected ingenious and expeditious repairs to special equipment which later resulted in the salvage of a minesweeper. He thus contributed to the successful operation of the submarine and the destruction of two enemy ships.

* Harry M. Bailey, SC1c, USNR, Los Angeles, Calif. (posthumously): Serving aboard the LST-375 during the invasion of Sicily, he voluntarily acted as gun captain on an antiaircraft gun and courageously directed fire against enemy planes, scoring several hits and assisting in repelling the attack although fatally wounded.

* Ben R. Clark, GM1c, USN, Grand Prairie, Tex. (missing in action): Serving in a submarine during hazardous war patrols in Japanese waters, he manned his gun with outstanding skill throughout five surface engagements with hostile ships. On one occasion he was responsible for sinking a small vessel and subsequently assisted in the beaching of a large coastal steamer. He contributed greatly to the wrecking of a 2,000-ton cargo ship.

* William L. Gorman, PhM2c, USNR, Denver, Colo.: Attached to the Second Marine Raider Battalion during an attack on Bougainville, 8 November 1943, he exposed himself on many occasions to enemy and machine gun fire to make his way to the wounded, administer first aid and remove them to safety.

* Harold A. Lundstrom, PhM2c, USN, Portland, Ore.: During action against large enemy land forces on Bougainville, 29 November 1943, he exposed himself to continuous fire during 14 hours of fighting, to aid and remove wounded comrades to a safer area. He undoubtedly saved the lives of many who otherwise would have perished.

* Lawton Sandlin, BM2c, USNR, Inglewood, Calif. (posthumously); Clarence T. Cooper, BM2c, USNR, Cloud, Minn. (posthumously); George R. Anderson, F2c, USNR, Napa, Calif. (posthumously) and Nolan Campbell, S1c, USNR, Port Huron, Mich. (posthumously): Charged with indicating the limits of the beachhead in advance of the landing on Mono Island, 27 October 1943, they left the protection of their troops to fulfill their mission when the convoy was sighted entering the harbor. Rushing ahead of the assault troops, they were killed by machine-gun fire.

* John G. Howard, PhM3c, USN, Middletown, Ohio (posthumously): Attached to the Second Marine Raider Battalion during the assault on Bougainville, 1 November 1943, he left his protected position and unhesitatingly crawled to the side of an injured man and administered first aid until he himself was killed by machine-gun fire.

* Charles Pfeiffer, Flc, USN, Ashley, N. Dak. (missing in action): When two enemy shells struck the landing boat in which he was coxswain during the invasion of Italy, he initiated first-aid measures and courageously risked his life to save the ship and her vital cargo of ammunition. He persisted until a third shell struck and he was hurled overboard by the concussion.
**DISTINGUISHED FLYING CROSS cont.**

contributed materially to the successful landing of our assault forces.

- **Lt. Roger J. Crowley Jr., USNR, Manchester, N. H.:** Commanding a PBY flying boat in action against an enemy submarine, he struck a determined blow for his own safety. He pressed home a bombing attack in conjunction with a destroyer and contributed materially to the probable destruction of the enemy craft.

- **Lt. William J. Gerits, USNR, Berkeley, Calif.:** Persistently circling over an area disturbed by air bubbles in the Pacific area, he maintained position until the conning tower of a hostile submarine appeared. He then launched an attack at extremely low altitude, dropping a depth charge which exploded just abaft of the conning tower, and left large patches of oil and debris on the water.

- **Lt. (jg) Clifford C. Cox, USN, La Crosse, Wis.** (missing in action): Piloting a patrol plane against an enemy submarine, he pressed home a skillful and daring depth-charge attack which probably sank the German ship.

- **Lt. (jg) Robert S. Swan, USNR, Middletown, N. Y.** (posthumously) and Lt. (jg) Gorres E. Waugh, USNR, Bluefield, W. Va. (posthumously): When their plane was called from a submarine hold-down flight to the scene of a previous attack on a submarine, they fought the surfaced vessel and rendered invaluable aid until one of the bombs released by their plane destroyed the hostile ship. How- ever, it exploded with such force that it sent their plane crashing into the sea.

- **Lt. (jg) Arthur L. Teall, USNR, Glen Ridge, N. J.** (missing in action): As pilot and bow gunner on anti-submarine patrol over the Bay of Biscay, 1 August 1943, he succeeded in damaging several enemy planes despite overwhelming odds. He pursued the enemy relentlessly until a hostile shell exploded in the bow compartment.

**NAVAL AND MARINE CORPS MEDAL**

- **Capt. Harry W. Need, USN, Drexel Hill, Pa.** (missing in action): After all efforts to save the bombing and sinking transport on which he commanded had failed, 13 August 1943, he accomplished the abandonment of the ship with a minimum loss of life and assisted a dazed crew member over the side and through dangerous waters to a rescue boat.

- **Lt. Harvey W. Criswell Jr., USNR, Atlanta, Ga.** (missing in action): Serving in the USS Grayling during three hazardous war patrols in enemy waters, he maintained his ship in material efficiency and was responsible for highly effective depth control of his vessel during offensive attacks and later for her successful evasion of the enemy.

- **Lt. Demerle E. Eckart (MC), USNR, Topeka, Kans.** Covered with fuel oil when the USS Henley was struck and sunk by a Japanese torpedo, he labored tirelessly aboard life rafts to render first aid to survivors. He provided invaluable assistance to the medical officer of the rescue ship after he himself was picked up after eight hours in the water.

- **Lt. (jg) Marcus A. Roby Jr., USNR, Portland, Oreg.** After ascertaining that all his men were clear of the engine room during the sinking of the USS Henley by a Japanese torpedo, he supervised removal of wounded from fire room and remained aboard to clear additional life rafts until the decks about him were completely awash. After abandoning ship, he returned to the area to rescue a shipmate.

- **Lt. (jg) Charles E. Sturz, USNR, Maiteto Park, Calif.** (missing in action): Serving in the USS Chevalier when his ship was torpedoed during an action in the Solomons on the night of 6 October 1943, he courageously entered a flooded compartment, although stunned and bleeding, in the rescue of several seriously injured crew members.

- **Lt. (jg) Curtis P. Waggoner (SC), USNR, Denton, Tex.** While swimming toward a life raft after abandoning the torpedoed USS Henley on 3 October 1943, he came upon a man who was attempting to rescue two wounded and helpless shipmates. He took charge of one and supported him for 300 yards to a life raft although not himself a strong swimmer.

- **Lt. (jg) Arthur A. Rittel, AP (IC), USN, Kingman, Kans.** (missing in action): During three war patrols of his submarine at Rabaul, 5 November 1943 to 8 December 1943, he hastily trained personnel to replace extensive casualties in the bomb disposal squad and worked tirelessly under extremely trying conditions. He carried out disposal operations without casualty to personnel.

- **Lt. (jg) Charles F. Wortham, USNR, Richmond, Va.** (missing in action): As member of a fire and rescue party at Algiers, 24 November to 8 December 1943, he hesitatingly assisted in cutting through the side of a blazing ship in a desperate attempt to free men trapped below decks. He persisted in his attempts despite danger of further explosions.

- **Eugene J. Hoffman, CTM, USN, Los Angeles, Calif.** (missing in action): In charged of the after torpedo room of a submarine during patrols in Japanese-controlled waters, he kept torpedoes and tubes in readiness at all times and, with skill, courage and untiring efforts contributed materially to the combat efficiency of his vessel.

- **Robert E. Small, CMS, USN, Los Angeles, Calif.** (missing in action): During three war patrols of his submarine in Japanese-controlled waters, he maintained the engines and other vital equipment in excellent condition and thus contributed materially to the combat efficiency of his vessel.

- **Jack C. Smith, CRM, USN, Dryden, Tex.** (missing in action): Maintained special equipment of his submarine war patrol ship during hazardous missions.

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**Official U. S. Navy photograph**

**CHAPLAIN DECORATED:** Assistant Secretary of the Navy Ralph A. Bard presents the Silver Star Medal to Lieut. Glynn Jones (ChC) USNR, of Poulsbey, Vt., for his herosim at Cape Torokina, Bougainville, while serving with a Marine division on 1 November 1943. After landing on the beach, Lieutenant Jones, although not required to do so, proceeded to the firing line and rescued an injured man in the jungle and assisted in saving the lives of several by directing litter bearers to them. Next day, while conducting burial services for the dead, he was shot at five times by a jap sniper.

**Bronze Star Medal**

**Capt. (then Comdr.) Frederick J. Bell, USN, Baltimore, Md.:** Comdr. Jacob E. Cooper, USN, Columbus, Ga.; Comdr. (then Lt. Comdr.) Frederick J. Bell, USN, Baltimore, Md.; Comdr. (then Lt. Comdr.) Francis T. Williamson, USN, Gray, Me.; Commanding destroyers that were convoying troops, supplies and equipment to Guadalcanal, 17 February 1943, they assisted in repelling and frustrating an attack by Japanese torpedo planes and destroyed at least five planes.

**Comdr. James H. Ward, USN, San Francisco, Calif., and Comdr. (then Lt. Comdr.) Francis T. Williamson, USN, Tiverton, R. I.:** Commanding destroyers which engaged Japanese aircraft in the Solomons, 17 February 1943, they assisted in repelling and frustrating an attack on a valuable convoy by torpedo planes. Their ships helped save the convoy with a loss of at least five planes.

**bulletin (NTC, Great Lakes)**

**Page 61**

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**marine in Japanese-controlled waters with untried skill and throughout the period served in the capacity of sound gear and furnished invaluable information when evasive tactics were necessary.**

**William M. Bone, M1c, USN, San Pedro, Calif.:** Attached to a fire and rescue party during operations in Al-

giers harbor, 4 August 1943, he unhesitatingly approached a blazing vessel despite danger of explosions and courageously assisted in a despera attempt to cut through the ship's side to rescue men trapped be-**

**low the decks.**

**James Bullard, AMM1c, USN, Clark-**

**ton, N. C.: After freeing himself from**

**wreckage and remove two injured and con-**

**scious occupants.**

**Dick Dicker, FT1c, USN, Robinson, Pa.: As a volunteer en-**

**gaged in diving activities during Pearl Harbor salvage operations, he made**

**dives totaling more than 100 hours of underwater work despite extremely**

**hazardous conditions within the sub-**

**merged hulls.**

**Rolland F. Cowlie Jr., MM1c, USN, R**

**gion, Mich.: During rescue of three survivors of a naval plane crash on the night of 16 January 1944, he went over the side to carry a line to a wounded pilot when it became evident that rapid drifting of his ship made throwing of lines or rings impossible. He swam 500 feet in dark-**

**ness and succeeded in bringing the man back to safety.**

**Jerry Johnson, MM1c, USN, Delton, Mich.:** A member of a fire and rescue party engaged in opera-

**tions at Salerno Bay, 12 September 1943, he boarded the blazing vessel despite imminent danger from exploding**

**gasoline, land mines and chlorine gas and assisted in the perilous task of controlling the flames.**

**John H. Marks, MM1c, Elmira, N. Y. (missing in action):** Serving in the USS Gray in diving the**

**water and saving other war patrols in Japanese waters, he maintained the operating condition of his ship in high efficiency. On one occasion he effected prompt repairs which restored the ship to normal use.**

**Robert L. A. Senceal, MM1c, USN, Williamansett, Mass.: Abord a submarine during long and hazardous**

**war patrols in Japanese-controlled waters, his loyal dedication to duty was in keeping with the highest traditions of the navy.**

**John D. Adams, Y2c, USN, Butte, Mont.: Taking charge of a wounded shipmate after the sinking of the USS**

**Betta 3 October 1943, he was blown over the side. He discovered one of the officers in the**

**water, critically injured and without a life belt. With the help of another man**

**he supported the officer for three hours, then placed him in a life jacket and remained with him until all were rescued 15 hours later.**

**Donald H. Butler, Cox, USNR, Bridgeport, Neb., and Allan Dutch, F Pc, USNR, Detroit, Mich.: When their**

**vessel suffered a damaging underwater water explosion in the Aleutian area, they voluntarily jumped into the oil-covered sea to rescue comrades blown overboard.**

**Raymond E. Milner, Ph3c, USNR, Salt Lake City, Utah, and Allen B. Olsen, CM2c, USNR, Mt. Pleasant, Utah: On 14 September 1943 they rescued an Army pilot from a plane which crashed and burst into flames while making a night landing. They released the wounded pilot and carried him to safety amid exploding ammunition from the plane's magazines.**

**James R. Peckham, Cox, USNR, New-**

**port, R. I.: When his ship was**

**sunk after a collision, 6 January 1944,**

**he removed his own life jacket and**

**placed it on a severely burned com-**

**rade, using every possible means to**

**insure the safety and rescue of the**

**helpless man. His prompt and gallant**

**action saved the life of a shipmate.**

**Kenneth H. Walker, WM2c, USN, Newcomerstown, Ohio:** Blown over the side by the initial explosion during the**

**sinking of the USS Hensley 9 Octo-**

**ber 1943, he supported an injured**

**officer with the help of a shipmate for**

**three hours. After being found by four shipmates he then placed the**

**officer in a life jacket and remained with him until they were rescued 15 hours later.**

**Clayton A. Wood, CM3c, USNR, White River Junction, Vt.: When a plane crashed 200 yards offshore at**

**Jamestown, R. I., 5 December 1943, he swam to the assistance of the dazed and injured pilot despite extreme cold. With the help of a comrade he pulled him onto a rock and then fought desperaately to reach another injured man, and dragged him ashore.**

**Arthur P. Clarke, SM3c, USN, Mobile, Ala.: Attached to the USS**

**SC-1968 when that vessel collided with another off Cape Lookout, 5 December 1943, he freed himself from wreckage, and despite a minor foot injury, half carried and half pushed an injured comrade through a flooded compartment and eventually got him topside to safety.**

**BULLETIN (NTC, Great Lakes)**

**Page 61**

**ver saw.**
**BRONZE STAR MEDAL cont.**

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<tr>
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<tbody>
<tr>
<td>Reed B. Hogan, CPBM, USN, Hornbeck</td>
<td>Lt. (jg)</td>
<td>USNR</td>
<td>During the Aleutian campaign, he led his squadron on numerous hazardous missions despite fierce enemy opposition.</td>
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<tr>
<td>Charles E. Hart, PhMlc, USN</td>
<td>Lt.</td>
<td>USN, Houston, Tex., San Leandro, Calif., Wesley S. Proctor, PhMlc, USN, Corpus Christi, Tex.</td>
<td>When a landing boat was hit by an enemy shell, he volunteered and ferried the injured men to a place of safety and rendered medical aid.</td>
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<tr>
<td>John D. Edwards, AMM2c, USN</td>
<td>Lt.</td>
<td>USN, Fresno, Calif.</td>
<td>During the Aleutian campaign, he skillfully coordinated his tactics with bomber and fighter units in the sinking of seven hostile ships.</td>
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<tr>
<td>Lt. (jg) Wayne C. Presley, USN</td>
<td>Lt. (jg)</td>
<td>USNR, Philadelphia, Pa.</td>
<td>As leader of a carrier-based fighter squadron during the occupation of Attu, he pressed home persistent bombing and strafing attacks, diving within dangerously close range of his targets.</td>
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<td>Paul T. Corpus Chi, Long Beach, Calif.</td>
<td>Sub :</td>
<td>USN, Corpus Christi, Tex.</td>
<td>As commander of an attack group, he supervised the attack on enemy submarine and ships.</td>
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**AIR MEDAL**

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<tr>
<td>Comdr. Frank Bruner, USN</td>
<td>Lt. (jg)</td>
<td>USN, Philadelphia, Pa.</td>
<td>As lead pilot of Patrol Squadron 61 during the Aleutian campaign, he led his squadron on numerous hazardous missions despite fierce opposition.</td>
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<tr>
<td>Lt. (jg) Glen W. Kitchen, USNR, Salt Lake City, Utah</td>
<td>Lt. (jg)</td>
<td>USN, Corpus Christi, Tex.</td>
<td>When a landing boat was hit by an enemy shell, he volunteered and ferried the injured men to a place of safety and rendered medical aid.</td>
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<tr>
<td>Lt. (jg) Charles M. Bransfield, USNR, Chicago, Ill.</td>
<td>Lt. (jg)</td>
<td>USNR, Washington, D.C.</td>
<td>As pilot during the occupation of Attu, he pressed home persistent bombing and strafing attacks, diving within dangerously close range of his targets.</td>
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<tr>
<td>Lt. (jg) Cleon S. Stitzel, USN</td>
<td>Lt. (jg)</td>
<td>USN, Northtown, Pa.</td>
<td>As pilot during the occupation of Attu, he pressed home persistent bombing and strafing attacks, diving within dangerously close range of his targets.</td>
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<td>Ens. Ernest D. Jackson, USNR, Newport, Conn.</td>
<td>Lt. (jg)</td>
<td>USN, San Pedro, Calif.</td>
<td>As pilot during the occupation of Attu, he pressed home persistent bombing and strafing attacks, diving within dangerously close range of his targets.</td>
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**Gold Star in Lieu of Second**

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<td>USN, Tukwila, Wash.</td>
<td>As pilot during the occupation of Attu, he pressed home persistent bombing and strafing attacks, diving within dangerously close range of his targets.</td>
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**Perspective (USN Sperry)**

**"Her skipper was formerly an advertising man."**

Page 62
The Chaser (SCTC, Miami, Fla.)

"It isn't so bad once you get in!"

Page 63
LETTERS
TO THE EDITOR

(Continued from Page 36)
on date of normal expiration, his enlistment being extended for the duration or a period of 36 months, in such a case he may execute an option to be discharged at any time thereafter and be entitled to re-enlistment and travel allowance. See Art. 115, BuAer Manual, and BuPers Cir. Ltr. 118-42 (N.D.B., comm. ed., April 1944).—ED.

CHIEF WARRANT STATUS
To the Editor:

Is a chief warrant officer actually a commissioned officer? If so, how long has this been the case—just since the war, or for a longer period?—J.W.F CPhM(AA) TSNR.

A chief warrant officer holds his appointment by virtue of a commission and therefore is a commissioned officer. Under Navy Regulations, Art. 158, commissioned warrant officers rank only when on active duty. Commissioned warrant rank always has existed in the U. S. Navy.—ED.

"SA" PROMOTIONS
To the Editor:

Can an SA man hope for advancement on the staff of an aircraft squadron in the future?—D.J.B., Sp(T)2c.

"SA" promotions are for administrative officers and are not for officers on the flying staff. The promotion of an SA man to a commission depends upon his qualifications for that rank and the need of the service for his advancement. See Art. 42-175. (N.D.B., comm. ed., April 1944).—ED.

GUILTY AS CHARGED!
To the Editor:

Speaking of courts-martial (Information Bulletin, April 1944, page 8), I came across a rather interesting case recently. A man absented himself from his station and duty without leave. His absence was discovered only when the commanding officer was notified that the unit was short one man. The issue is, can he be declared AWOL? If so, how would you determine the approximate time of departure?—H.S., S2c.

In courts martial the absence from station and duty without leave is an offense in itself. The prosecuting officer must prove in such instances that the defendant had knowledge of his absence at the time in question. The opinion here is that YOU can't declare him AWOL. The probable time of departure is clearly shown by the date of the notification to the commanding officer. See Art. 42-175. (N.D.B., comm. ed., April 1944).—ED.

SEA AND FOREIGN DUTY
To the Editor:

I understand that commissioned officers, including chief warrant officers, receive 10% more base pay for sea duty, and warrant officers enlisted men 20% more. Is this service at advanced bases or other shore establishments beyond the continental U. S. considered as sea duty?—G.S., S2c.

No. For pay purposes, your correct designation is foreign service duty, but it carries the same base pay increase as sea duty. The rates of increase as you have stated them are correct.—ED.

PROCEDURE FOR TRANSFER
To the Editor:

In the case of a commissioned officer, including chief warrant officers, being transferred from one station to another, or from active duty to inactive, or vice versa, how do you report this?—J.W.F CPhM(AA) TSNR.

You should write a letter to BuPers via your commanding officer for all changes of assignment. The appropriate station is notified and your case is handled in accordance with the procedure outlined in BuPers. See Art. 115, BuAer Manual, and BuPers Cir. Ltr. No. 280-45 (N.D.B., comm. ed., April 1944).—ED.

COMPASS MECHANIC RATING
To the Editor:

I am an electronics technician and wish to know if there are any specialist rating for men who calibrate compasses on patrol bombers?—W.W., SC2c.

No. Calibrating compasses is one of the duties of an ABM (aviation instrument mechanic). Qualifications for this rating may be found in Enlosure C, BuPers Cir. Lct. No. 289-40 (N.D.B., comm. ed., April 1944).—ED.

RIBBON REQUIREMENTS
To the Editor:

I was based ashore in the States with an aircraft squadron of the Atlantic Fleet prior to the war. In December last year I was promoted to chief petty officer with an aircraft squadron overseas for 17 days. (1) Do I rate the bronze star on my American Defense Ribbon? (2) Do I rate the American Theater Ribbon? (3) Are 17 days overseas sufficient to warrant mounting pay based on foreign service?—G.P., Y1c.

(1) No. Stars have been authorized on the American Defense Ribbon for service since January 1941. (2) Requirements for the American Theater Ribbons are: (a) 30 consecutive days on temporary duty in a foreign country, or (b) service in a foreign country for more than 28 days. (3) No. Twelve months service abroad is required. —ED.

(right-hand margin)

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additional di
ted person.

(Continued from Page 36)

July 7, 1944

I am a CPO with 12 months foreign service.

regard to your second question, therefore, is N.O.—ED.

If so, how would you determine the approximate time of departure?—H.S., S2c.

The opinion here is that YOU can't declare him AWOL. The probable time of departure is clearly shown by the date of the notification to the commanding officer. See Art. 42-175. (N.D.B., comm. ed., April 1944).—ED.

The rates of increase as you have stated them are correct.—ED.

For pay purposes, your correct designation is foreign service duty, but it carries the same base pay increase as sea duty. The rates of increase as you have stated them are correct.—ED.

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additional duty or (b) 20 days' accumulation of temporary duty in the American Theater, outside continental U.S., except (c) days served on the replacement side of the ship, to which you immediately become eligible. The answer in your case, unless you are entitled to (b) above, is as follows: (3) Yes. See article on master-at-arms pay, page 78, March 1944 Information Bulletin.—Ed.

RIGHT-SIDE RIBBON

To THE EDITOR:—I recently saw a picture in a newspaper showing an Army sergeant wearing an aiguillette on the right side of his chest. How come? Also, is there any campaign hat, such as overseas, that has a right-side ribbon or other similar device?—W.E.B., Utica.

H.O. 11-186, dated March 27, authorized the wearing of a right-side ribbon on the right side of the shoulder strap of a commodore, including the Fleet Reserve, serving in the Fleet Reserve, counts for longevity pay. It appears you have more than 30 years in active service and thereby are entitled to 30% increase in base pay for longevity—3% for each three-year period.—Ed.

HOW AIGUILLETS STARTED

To THE EDITOR:—In "How Did It Start," January 1944, beginning on page 61, aiguillette, were said to have originated in olden days when the soldier used to wear his sword on his shoulder and spurs for trotting the knight's horse. I believe aiguillette was the word for writing down the flag officer's dress uniform on the right side. Thanks. All other versions.—Ed.

THE SPECIALIST (A) PROMOTIONS

To THE EDITOR:—The specialists (A) in the training department of the Navy have been company commanders in recruit training for between six and eight months. They have had advancements in ratings, but no information is obtainable on qualifications in the word of this—H.L.K., S.P.A.(A).

Advancements are made only to F1 and sea, in the complements. Qualifications are prior service, time in grade, NROTC, (N.D.B.), exam. ed., 31-39. Advancement in rating is a function of commanding officers of the Fleet Reserve as are issued by BuPers.—Ed.

NUMERALS UNAUTHORIZED

To THE EDITOR:—Your "Regulations on Area Service Ribbons," printed in the November 1944 issue, page 19, aiguillette, are said to have originated in olden days when the soldier used to wear his sword on his shoulder and spurs for trotting the knight's horse. I believe aiguillette was the word for writing down the flag officer's dress uniform on the right side. Thanks. All other versions.—Ed.

Two silver star awards

To THE EDITOR:—In World War I, I served in the Naval Reserve as a lieutenant (junior grade) in command of a sub-chaser in European waters. On my return to the States, I received from the Navy Department a citation and a small silver star with instructions on the back side. I am enclosing an article from Cosmopolitan magazine, the story of the war in the Pacific and the role played by the Provisional Navy. In April or May 1943, a Navy Reserve commissioned officer was awarded the Silver Star for gallantry in action. In October 1943, I was discharged and remain active duty since then except for 25 months in the Fleet Reserve. Am I entitled to longevity pay?—W.E.B., Lt. (j.g.), Va.

To THE EDITOR:—(1) Yes. You should have your command forward application for longevity. (2) No number of active duty service, including the Fleet Reserve, counts for longevity pay. It appears you have more than 30 years in active service and thereby are entitled to 30% increase in base pay for longevity—3% for each three-year period.—Ed.

SHIP CLOTHING ALLOWANCE

To THE EDITOR:—In your January issue, page 68, fourth paragraph, the story on ship clothing allowance says, "Chief petty officers of the Navy, upon first enlistment or upon reelection subsequent to the expiration of three months from date of discharge, and chief petty officers of the Naval Reserve upon first reporting for active duty or upon reelection subsequent to the expiration of three months from date of discharge, are entitled to cash clothing allowance of $100 providing such enlistment or reporting for active duty was on or after 1 January 1942.

I am a chief petty officer in the regular Navy. In October 1939 I reenlisted, then on 1 December 1942 was advanced to chief and as such was allowed clothing allowance. In October 1943 I was discharged and reinstated the same day.

Since regulations to mean the three months after a CPO reenlists, he is entitled to the $300 clothing allowance. What is the word?—A.J.L., CRM, Va.

Aiguillette, as authorized by BuPers authority. However, it is highly irregular that a pharmacist's mate be transferred to another branch.

To THE EDITOR:—(1) Yes. You should write to your commanding officer for authority to wear a new ribbon. The proper authority to authorize a new ribbon to the commanding officer of a new in any branch of the service. (2) The supply officer, if the commissioned officer designated as the assistant for distributing, if there be one, shall issue the clothing allowance, regardless of the grade of officer filling that position. (3) Stranglers' pay day is a Navy custom.—Ed.

PAYS DAY

To THE EDITOR:—Is there any regulation governing the length of time between pay days? (1) Officers on active duty have pay as they would if they were on detached service with a pay line for those temporarily afloat.—R.E., AS.

The supply officer, or the commissioned officer designated as the assistant for distributing, if there be one, shall issue the clothing allowance, regardless of the grade of officer filling that position. (2) If you have been in the Medical Corps for 10 years, you are entitled to go to the States to wear it? I was with the 5th Regiment, U.S. Marine Corps, at Belleau Wood, 15 June 1918.—J. L., MM; (3) Yes. You should write to your commanding officer for authority to wear the clothing allowance of a chief warrant officer.—Ed.

Pay day

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Seabees Officers

To THE EDITOR:—After reading your article on Seabees in the February issue, which stated that officers were still sought, I requested transfer to them but was transferred to a duty further from the construction field than my previous billets. My qualifications, I feel, justify my assignment to the Seabees, as I spent nearly 15 years in the contracting and construction industry. In the absence of such experience, if you are suggested you consult your commanding officer.—Ed.

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Seabees Officers

To THE EDITOR:—In the February issue, which stated that officers were still sought, I requested transfer to them but was transferred to a duty further from the construction field than my previous billet...
Relax, Wilbur, you're off the bus.

Legislative Matters of Naval Interest

By a vote of 387 to 0, the House of Representatives passed the "G.I. Bill of Rights" and sent it to conference for settling differences between its and the Senate's version.

The bill would provide:

Unemployment compensation: The House version would authorize $20 a week up to 26 weeks for veterans with incomes of $3 a week or less; veterans with incomes of more than $3 but less than $25 would receive the difference. The Senate would allow $15 a week minimum for 26 weeks, with dependency allowances up to $10 a week additional.

Employment service and job consultation: Preference to veterans for Federal government employment.

Educational aid: A one-year training course for all veterans, with additional education for others equal to their length of military service up to three years, provided their education was interrupted by induction. Veterans 24 years of age or under would qualify automatically. Benefits would include tuition up to $500 a year and subsistence allowance of $50 a month, plus $25 for those with dependents.

Hospitalization: Increased veterans' allowances up to $10 a week and for the subsistence allowance of $50 a month, plus $50 for those with dependents.

A bill to authorize the Administrator of Veterans' Affairs to furnish seeing-eye dogs to blind veterans who are entitled to disability compensation has been passed by Congress and as the INFORMATION BULLETIN went to press was awaiting presidential action. The measure also authorizes payment of "all necessary travel expenses of eligible veterans to and from their homes and incurred in becoming adjusted to a seeing-eye dog." (H.R. 4518)

In addition to landing and district craft to be authorized by the 1944-45 Naval appropriation bill, a bill has been passed by the House and introduced in the Senate to authorize "acquisition and conversion or construction" of 1,000,000 additional tons of such craft.

This bill, approved by BuShips, was presented by the respective chairman of the Senate and House Naval Affairs Committees (S. 1880, H.R. 4710).

Other bills recently introduced in Congress include the following:

To provide for investment in U.S. savings bonds of pay and allowances credited to accounts of prisoners of war and certain other persons absent from the United States or acceptance of such pay and allowances as the program progresses.

A bill to appropriate $6,700,000 additional in grants to states for emergency maternity and infant care of wives and infants of enlisted men in the fourth, fifth, sixth and seventh pay grades in the armed forces of the U.S. (H.J.Res. 271).

To provide for transportation to their homes of persons discharged from the naval service because of being under age at time of enlistment (S. 1894 and H.R. 4761).

To authorize the President to waive existing provisions of law fixing time limits for recommendations for awards of the Congressional Medal of Honor, or of other decorations for meritorious or distinguished service or conduct in the armed forces of the U.S., when, in his opinion, such time limits work an injustice to the individual. (H.R. 4765).

Executive nominations for temporary service recently confirmed by the Senate:

To be vice admiral: Aubrey W. Fitch, who previously held that rank while serving as ComAirSoPac.

To be rear admiral: Malcolm F. Schoeffel, Lawrence F. Refsnider and John H. Brown Jr.

To be vice admiral: Aubrey W. Fitch, while serving as ComAirSoPac.

BOMBING OF TRUK—

A Marine Corps combat photographer, Pfc. Burt B. Balaban, Rye, N. Y., describes below the first bombing of Truk by land-based Liberators of the 7th AAF.

It was early evening when we took off. About 0330 I saw what looked like a city aglow off in the distance. My first thought was that perhaps we had flown to California by mistake.

Factory lights were on. Moving dots of white suggested that cars were moving about. Was it possible they didn't know we were directly above them? It certainly was possible, for we dropped 12 bombs and started four large fires before they even began to black out.

At this point, a barrage of antiaircraft fire came up to us. At the briefing, we had been told to expect light ack-ack fire, but not quite that way, for all the vessels in Truk's harbor, plus the shore batteries, began to fire on us. Then they turned the searchlights on us.

I was leaning out the gunner's hatch to photograph the fires below when the suction of the wind pulled on my camcorder. I was hardly able to draw myself back in. The lights were on, one doesn't want to land alone.

AND BOUGAINVILLE—

By Dan Bailey, Staff Sergeant, USMC

BOUGAINVILLE—I rode in a Marine torpedo bomber when it blasted Japanese equipment with blasing rockets. The target was a Jap beach, barely land from the coast of this viola-shaped island.

The bazooka bombs, which have just been brought into play against the enemy out here, are set off on either wing and fired by a mechanism in the pilot's cockpit. So far, they have been used in the South Pacific only on Marine Grumman Avengers and make the torpedo bomber an even more versatile aerial weapon than before adding rockets to its former armament of torpedoes, bombs and machine guns.

The Jap camp was in a clearing a mile or so inland. From the air the native huts and tents stood out like gravy spots on a green vast. We flew toward it in a low glide at more than 300 miles an hour.

Suddenly the plane shook under a jar
ing explosion. I caught a glimpse of brilliant red balls racing away from the plane with a loud whistling sound. The rockets smashed into the center of the target, throwing a purple mushroom of flame, smoke and debris more than 100 feet into the air.

The smoke was still rising as we headed out to sea.

Navalog (NNTS, Newport, R. I.)

"Relax, Wilbur, you're off the bus."

Page 66
Public Law 277—78th Congress (the servicemen's absent-voting law), Section 206(b), provides: "The Secretaries of War and Navy and other appropriate authorities shall, so far as practicable and compatible with military operations, take all reasonable measures to facilitate transmission, delivery, and return of postcards, ballots, envelopes, and instructions for voting procedure."

In accordance with this policy as laid down by the Congress, the Secretary of the Navy on 10 April issued the following directive (Alnav 76, N.D.B., 15 April 1944) to the commanding officers of all ships and stations: "Instruct Navy postal personnel that all letters and postcards pertaining to federal or state war ballots, and identifiable as such in any manner, shall be given airmail transportation and most expeditious handling possible. Law contemplates that such matter will be carried as air mail, free of postage."

On 6 May the Acting SecNav issued further and more detailed instructions for the handling of war-ballot mail by the Navy post office service.

In order to identify such war-ballot mail the War Ballot Commission has recommended to the several states that uniform, distinctive markings be printed in red on all outgoing and returning war-ballot material. Assurances have been received from the several states expressing their willingness to cooperate in every way possible.

The Naval Air Transport Service has made plans to give war-ballot material returning from overseas the highest air priority.

The Secretary of War, by letter addressed to the Postmaster General, dated 11 May, has given adequate priority to the special pouches designed for the transportation of balloting material over domestic commercial airline routes. In the event that the transportation of war ballots over domestic commercial airlines is in excess of the volume which can be accommodated by such airlines, both the Naval Air Transport Service and the Army's Air Transport Command have agreed to carry such excess.

In such a manner the Army, Navy and War Shipping Administration are prepared to keep the pledge given by the Secretary of War, the Secretary of the Navy and the Administrator of the War Shipping Administration in their joint statement, dated 3 April, as follows: "We will work with state authorities to facilitate and expedite the transmission and return of all war balloting material, to the end that every soldier, sailor and member of the merchant marine and other civilian covered by the Act who desires to vote shall have the opportunity to do so."

Twenty-four states will hold their primaries between 11 June and 10 August, inclusive. The following has been prepared to stress certain procedures common to all and to point out provisions of state law of particular states. The following five points are emphasized:

1. The applicant for a primary ballot must state his party affiliation.

2. The applicant should print or type his name, service number and address if you live in any of the states listed

<table>
<thead>
<tr>
<th>State</th>
<th>Primary date</th>
<th>Earliest date State will receive soldiers' applications for regular state absentee ballots covering all offices to be voted on</th>
<th>Latest date application for ballot will be received</th>
<th>Date on or before which executed ballot must be received back in order to be counted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ark.</td>
<td>18 July</td>
<td>At any time</td>
<td>13 July</td>
<td>18 July</td>
</tr>
<tr>
<td>Ark.</td>
<td>25 July</td>
<td>At any time</td>
<td>No time limit</td>
<td>23 July</td>
</tr>
<tr>
<td>Ala.</td>
<td>29 Aug.</td>
<td>At any time</td>
<td>No time limit</td>
<td>8 Aug.</td>
</tr>
<tr>
<td>Calif.</td>
<td>4 July</td>
<td>At any time</td>
<td>No time limit</td>
<td>4 July</td>
</tr>
<tr>
<td>Idaho</td>
<td>13 June</td>
<td>At any time</td>
<td>No time limit</td>
<td>13 June</td>
</tr>
<tr>
<td>Ky.</td>
<td>1 Aug.</td>
<td>At any time</td>
<td>No time limit</td>
<td>31 July</td>
</tr>
<tr>
<td>Maine</td>
<td>19 June</td>
<td>At any time</td>
<td>No time limit</td>
<td>10 June</td>
</tr>
<tr>
<td>Mass.</td>
<td>19 June</td>
<td>At any time</td>
<td>No time limit</td>
<td>10 July</td>
</tr>
<tr>
<td>Miss.</td>
<td>10 July</td>
<td>At any time</td>
<td>No time limit</td>
<td>10 July</td>
</tr>
<tr>
<td>Mo.</td>
<td>1 Aug.</td>
<td>At any time</td>
<td>No time limit</td>
<td>31 July</td>
</tr>
<tr>
<td>Mont.</td>
<td>1 Aug.</td>
<td>At any time</td>
<td>No time limit</td>
<td>2 Aug.</td>
</tr>
<tr>
<td>Okla.</td>
<td>11 July</td>
<td>At any time</td>
<td>No time limit</td>
<td>11 July</td>
</tr>
<tr>
<td>Tenn.</td>
<td>3 Aug.</td>
<td>At any time before 1 June if overseas U. S.</td>
<td>1 June (if overseas)</td>
<td>3 Aug.</td>
</tr>
<tr>
<td>Tex.</td>
<td>22 July</td>
<td>At any time before 1 June if overseas U. S.</td>
<td>10 July if inside U. S.</td>
<td>10 July</td>
</tr>
<tr>
<td>Utah</td>
<td>17 July</td>
<td>At any time before 1 June if overseas U. S.</td>
<td>10 July if inside U. S.</td>
<td>10 July</td>
</tr>
<tr>
<td>Va.</td>
<td>1 Aug.</td>
<td>At any time</td>
<td>No time limit</td>
<td>24 July</td>
</tr>
<tr>
<td>Wash.</td>
<td>11 July</td>
<td>At any time</td>
<td>No time limit</td>
<td>21 July</td>
</tr>
<tr>
<td>Wyo.</td>
<td>18 July</td>
<td>At any time</td>
<td>1 July</td>
<td>18 July</td>
</tr>
</tbody>
</table>
The following is an excerpt from the memorandum from the secretary of state of North Dakota:

"The absent voter's laws of the state of North Dakota are designed to insure the right to vote of persons in military service. The state law requires that a county auditor shall send ballot papers to every registered voter in the state service without application. The duty of the secretary of state is not canceled. If a county auditor has the address of such absent voter, nothing further is necessary. Therefore, the only requirement is that the absent voter send the county auditor his request for absentee ballot. The secretary of state's office will forward the form for such request. Failure to do so may result in the state law affecting this procedure."
Personnel Overseas 
May Send Money 
To Payees in U. S.

Military and civilian personnel outside continental U.S. may send money home, or buy war bonds for delivery home or into safekeeping in the U.S., by means of a service just put into operation by BuS&A.

The service is available to personnel of the Navy, Marine Corps and Coast Guard, Army personnel assigned to predominantly naval areas and authorized civilians operating with Class A schools except the Sp(M) school outside continental U.S. It supplements the individual allotment system whereby naval personnel can have fixed sums withheld from their pay and turned over to dependents, savings accounts, insurance or war bond purchases.

Ten dollars is the minimum amount which may be remitted under the new service. Larger amounts must be in multiples of $5, except that the exact purchase price must be remitted for war bonds. The individual gives any disbursing officer the money for remittance and fills out a simple form. The disbursing officer forwards the form to the Field Branch, BuS&A, Cleveland, Ohio, where a check is dispatched to the designated payee. Bonds are either sent to a designated person or held for safekeeping at the Federal Reserve Bank in Cleveland. Alternate payees also may be named. If the payee or alternate cannot be located, the check will be sent to the remitter; if the remitter cannot be located, the check will be returned to the General Accounting Office, Washington, for safekeeping and later disposition.

Service Schools
Limited in Giving 
Petty Officer Ratings

Effective for students reporting 1 June 1944 or thereafter, graduates of all Class A schools except the Sp(M) school may be rated no higher than pay grade 5. All Sp(M) school graduates may be advanced to Sp(M) 3c.

Only graduates of other than the Sp(M) school, who are above average, may be advanced to 3c or Flc. Additional graduates of service schools will be earmarked (as "strikers") for their prospective ratings to insure their assignment to appropriate duty by showing in parentheses, as a designator, the abbreviation of the rating for which they are trained—for example, Stc(TM). The designator will have the significance of the rating, and seamen and firemen so designated will not be changed or advanced to other ratings unless specifically authorized by BuPers. The specialty mark will be worn as prescribed by Uniform Rigs.

Seaman graduates of artificer engine room force schools will be changed to fireman ratings of corresponding pay grade.

Commanding officers of Class A schools are authorized by BuPers to advance petty officer third class ratings graduates who reported for training prior to 1 June 1944 as follows:

(a) Class V-10 storekeeper and yeoman school—10% of each graduating class in cases where V-10 and male personnel attend the same course, or are considered separately in applying the allowed percentage.


Six Months’ Sea Duty 
Required for Most 
Advancements to CPO

Six months’ sea service in pay grades 2 or 3 is now required for advancement to all CPO(AA) ratings except specialists, aviation branch ratings, boatswain’s mates, and Women’s Reserve personnel.

The former practice has been to waive this requirement in certain ratings to permit advancement of outstanding petty officers first class to CPO(AA).

BuPers now has discontinued that practice, except to the extent that sea duty performed in any rating in pay grade 4, as well as pay grades 2 or 3, may be credited toward the six months required for advancement to the following CPO ratings only: CY, CSK, CPO(AA), CMoMM, CRM, CRT and CCS.

In view of the present manpower shortage, it is highly probable that rating of men as specialists will be discontinued, or greatly curtailed, in the near future. The needs of the forces afloat are paramount and will be given first consideration.

These announcements, along with a resume of procedure for assignment of men to specialist ratings, are contained in BuPers letter Pers-67-Bt P17-2/MM, dated 19 April, to the commandant of all naval districts and river commands and the chiefs of naval air functional training commands.

Officers Discharged 
From Hospitals to 
Get Temporary Duty

Officers found fit for duty following hospitalization hereafter will be assigned temporarily to the naval activity in which the hospital where they were treated is located, pending permanent duty orders from BuPers. This is done to prevent loss of services of officers awaiting permanent orders following their recovery from illness or wounds. (Details in BuPers Cir. Ltr. 133-44 [N.D.B., 15 May 1944, 44-668]).

No Insignia Authorized 
For Technical Observers

Naval aviation technical observers are not designated as naval aviation observers and therefore are not authorized to wear the naval aviation observer insignia.

To earn the insignia, an officer must qualify under Article E-1201(4), BuPers Manual, defining a naval aviation observer as: "Any commissioned or warrant officer in the Navy or Marine Corps who has successfully completed the course prescribed by competent authority, and who has been in the air not less than 100 hours and who has been designated as a naval aviation observer by competent authority."

The letters N.D.B., as used in this section and elsewhere in the Information Bulletin, refer to the official Navy Department Bulletin. Followed by the abbreviations “cum. ed.” they indicate the cumulative edition of 31 December 1943, which superseded all semi-monthly issues through that date.
New Procedure Promulgated for Antisub Awards

Revised procedure for making awards in recognition of successful antisubmarine operations is set forth in SecNav letter of 20 April 1944 (N.D.B., 30 April 1944, 44-471) which supersedes previous instructions on the subject.

Recognition of antisubmarine attacks will be based on assessments made by the Committee on Assessment of Damage to Enemy Submarines at the Headquarters of Cominch, U. S. Fleet, or by the British Admiralty U-Boat Assessment Committee or the Joint British-U. S. Naval and Air Assessment Board for the Mediterranean.

Attacks for which awards are made will be classified as: “A,” known sunk, or "B," probably sunk. In addition, attacks pressed home in an heroic manner in the face of enemy fire may be recommended for an award.

Commanding officers of surface craft or submarines given principal credit for an “A” or “B” attack normally will be awarded the Legion of Merit or the Bronze Star Medal. The Legion of Merit will be awarded only when circumstances of the attack indicate exceptionally meritorious service has been rendered. The Distinguished Flying Cross or the Air Medal normally will be awarded to COs of aircraft assigned principal credit for an attack which gains an “A” or “B” assessment. The DPC, however, will be awarded only when the circumstances of the attack indicate that heroism or extraordinary achievement was displayed to a sufficient degree. COs of other vessels or aircraft which participated to a lesser degree, but without whose assistance the attack probably would have failed, may be awarded or recommended for lesser recognition than that given the main participants.

Restrictions Placed On Travel to Mexico

Restrictions on unofficial visits of naval personnel to Mexico have been reiteratod by SecNav and by BuPers.

In an Alstatcon of 4 May 1944, SecNav directed that restrictions on travel to Mexico as given in BuPers Circ. Ltr. 36-44 (N.D.B., 15 Feb. 1944, 44-180) be strictly observed and, in general, restated those restrictions.

The residence in Mexico of immediate families of naval personnel, including wives, husbands, children, and parents, is considered a valid reason for visiting Mexico during authorized leave, SecNav said. Passports are required for visits to Mexico, except to border towns. Leave authorizations with permission to visit the interior of Mexico shall include authority to wear civilian clothing.

The U. S. naval attack at Mexico City, Mexico, has called BuPers' attention to recent cases where naval enlisted personnel who had gone to Mexico on leave had appealed to him for assistance in returning to their home stations because they were without sufficient funds.

BuPers has requested commanding officers to inform naval personnel contemplating trips to Mexico of the uncertainties in transportation and other delays with which they may be confronted.

In granting leave for the purpose of visiting Mexico, COs have been asked to make sure that prospective visitors have sufficient funds for any emergency and round-trip tickets for air, rail or bus travel. Possible emergencies should not be disregarded with the expectation that the naval attack will come to their aid.

V-12 Refresher Course Prescribed for V-7 Selectees

Enlisted men selected for V-7 Reserve Midshipman training hereafter will be ordered to a V-12 college for academic refresher training up to 16 weeks, depending upon their individual needs, before starting V-7 training.

V-7 candidates found by examinations at V-12 institutions to be fully qualified for Reserve Midshipman training will be transferred into V-7 without delay.

The V-7 (S) classification—that is, men with vision as low as 12/20 but qualified in engineering or certain other special fields has been eliminated. Henceforth, the standard requirement of 18/20 vision in each eye correctible to 20/20 will prevail without exception.

To be eligible for consideration for V-7, enlisted men must be recommended by their commanding officers as possessing outstanding leadership and officer-like qualities. These recommendations must be fully prepared, BuPers announced, and sufficiently complete to give adequate assistance to the Bureau in selecting applicants for officer training.

The requirements given above are among those listed in the latest BuPers policy on eligibility of enlisted men of the Navy and Naval Reserve for enlistment in or transfer to V-7, for Reserve Midshipman training. For details, see BuPers Circ. Ltr. 143-44 (N.D.B., 15 May 1944, 44-578).

Grained White Shoes, Gray Garrison Caps

Authorized for WR

Because of a shortage of smooth white leather shoes for dress, members of the Women's Reserve are now authorized to wear white shoes with white stitching, similar in style to the dress black. Buckskin-type leathers or leathers with a smooth, slightly grained or suede finish are permissible. Covered or built-up heels are acceptable in an Alstatcon of April 1944.

Commissioned officers and chief petty officers may wear the gray garrison cap with gray working uniform or other work clothing and the white garrison cap with Service Dress, White within station limits, when prescribed by the commanding officer. Previously, they were authorized to wear only the gray garrison cap under the same conditions. This cap, however, is considered too heavy and warm to be practical as a work hat during the hot season.

Commissioned officers are to wear the insignia of rank on the right side of the cap and a miniature cap device on the left side, each two inches from the front edge; CPOs the miniature CPO cap device on the left side of the cap, two inches from the front edge.

It has been decided to retain the chenile velvet white cloth cap as a permanent article of uniform for the Women's Reserve. The present supply, originally to have been worn until exhausted, now will be replenished.

V-12 Medical, Dental Training Open to MC, CG

Enlisted personnel of the Marine Corps and Coast Guard and their reserve components now are eligible to apply for medical or dental training in the Navy V-12 program under the same provisions applicable to Navy and Navy Reserve personnel. (Details in BuPers Circ. Ltr. 136-44, N.D.B., 15 May 1944, 44-570.)

Annual Small Arms Reports Suspended

Effective 1 July 1944, the annual report of small arms practice has been suspended, no extra compensation is authorized for small arms qualifications, and no prize money is authorized for team matches. Cominch has announced. (Details in N.D.B., 30 May 1944, 44-544.)
Two Changes Made

In Nurse Uniform

Two additional minor changes have been made in the uniform of the Navy Nurse Corps.

The lower pocket on the nurses' white outdoor uniform will be changed from a bellows pocket to a patch pocket to conform to the officers' gray working uniform, and the white indoor uniform will be changed to the coat type by opening the front all the way for greater ease in putting it on.

Nurses may wear white outdoor and white indoor uniforms now in their possession or already manufactured until the supply is exhausted or these in possession are worn out. When that time comes, in either event, nurses will be required to purchase new uniforms tailored to include the changes.

For details, see BuPers CirC. Ltr. 126-44 (N.D.R., 15 May 1944, 44-567).

Third Term Prescribed

For V-12(a) Students

V-12 aviation students who will complete their second term on 1 July 1944 will remain under V-12 training for one additional term, regardless of the number of terms previously completed as civilians.

This step, announced by BuPers, is based upon the desire for a broader general background for aviation candidates and the decision to substitute additional training in V-12 for training previously given in flight preparatory schools and in CAA-WTS activities. (Details in Navy V-12 Bulletin No. 215, 1 May 1944.)
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THIS MONTH'S COVERS
Reproduced on the FRONT COVER and above is the Navy's official photographic portrait of the late Frank Knox, Secretary of the Navy from 1940 till his death on 28 April (for U. S. Navy photograph) OPPOSITE PAGE: Burned-out ship, craters on Engebi Island, Eniwetok Atoll, following a pre-invasion raid by U. S. naval planes. (Photograph from "Flying" magazine)

DISTRIBUTION OF THE INFORMATION BULLETIN
By Bureau Circular Letter No. 162-43 (appearing as R-1326 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the Bureau 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 the above directive. In the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because of the activity shifts the Bureau activities, and because organization of some activities may require more copies than normally distributed, the Bureau invites requests for additional copies for distribution purposes. Requests should be addressed to the Bureau should be kept informed of changes in the number of copies required; requests for the 20th of the month can be made for the succeeding month. Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary, where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effect- ed by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

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... PASS THIS ONE ALONG AFTER YOU HAVE READ IT