PASS THIS COPY ALONG
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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.
Do you know what laws have been passed in your absence to help you—after you leave the service—to resume a useful, satisfying role in your country's future? Do you know, for example, what your rights and benefits are under the "G. I. Bill of Rights" after your discharge from the service? Do you know how and where you can obtain government hospitalization and medical treatment, if necessary, after you again become a civilian? Do you know how to go about getting your old job back or finding a new one?

Because you are obviously going to need help in answering all these questions, BuPers has created a Civil Readjustment Program designed to provide simple, understandable information on the services and benefits to which you will become entitled. The program will help guide you to the next step along the road back, and will put you in touch with the agencies or organizations which carry out the provisions of law enacted for your benefit as a veteran.

This Civil Readjustment program will not function as an employment agency nor perform any of the services which other authorized government agencies are established to provide. It will act as an advisory and informational service only, referring you to sources of help in solving the many questions and problems which will confront you on the road back to civilian life.

District Civil Readjustment Officers have been established in the 11 naval districts within the continental limits of the United States, and also in the Severn River and Potomac River Naval Commands. These officers participated in a six-day indoctrination conference recently conducted by BuPers in Washington, D.C. The aims and objectives of the program were outlined fully and the policies and procedures explained in detail. These district officers, upon return to their stations, assisted in the selection and training of Civil Readjustment Officers at each naval activity in their district or command.

The District Civil Readjustment Officers will maintain constant contact with all naval facilities where men are being discharged; will consult with officers of the Veterans Administration, U.S. Employment Service, Selective Service System, State Boards of Vocational Education, home services of the American Red Cross and any other agencies or organizations prepared to help the returned veteran; they will call upon the services of district legal officers, legal assistance officers, American Bar Association committees, legal aid societies, Navy educational services officers and similar officers and groups.

Civil Readjustment Officers at individual stations will receive full training on existing rights and benefits available to veterans and will be instructed on future additional provisions.

When you are discharged from the service, you will be given an "exit in—

Help Yourself: Know What You Want to Ask

While the Civil Readjustment Officer, whose function is described in the article on this page, normally will not interview you until you are at the point of being discharged, you can help a lot by knowing what you want to say to him when you are interviewed.

Continued reading of the Information Bulletin will bring you current general information on which to base your plans. The CRO will then, when the time comes, be able to fill in the specific information you need and help you start exactly in the direction in which you wish to go.
to see that it is complete with respect to any items affecting your eligibility for veterans' rights and benefits. He will then hand you:

1. A copy of the booklet "Your Rights and Benefits — A Handy Guide for Veterans of the Armed Forces and Their Dependents." This 20-page booklet, an official publication of the Retraining and Reemployment Administration, outlines the rights and benefits to which you are entitled. The government agencies and other organizations where services and additional information may be obtained are listed. Information for dependents of veterans is also included.

2. A notice of separation, which will provide certain information for the civilian agencies which will subsequently attempt to serve you. In addition to your name, address and insurance data will appear the ratings which you held, the service schools attended, courses taken, off-duty educational courses completed, non-service education, such as elementary schools, colleges or universities, vocational or trade courses completed, type of job held in civilian life before the war, name of your last employer and kind of business engaged in.

3. A description of your duties in the highest rating you held in the Navy and a list of comparable civilian jobs. This will help you tell a prospective employer what you did and learned in the Navy and will show him some of the civilian jobs you are now qualified to handle.

The notice of separation and the description of duties and comparable civilian jobs are not yet available, but will be distributed as soon as they are developed.

The Navy recognizes that one of your gravest concerns is the problem of employment after you return from the war. Through its Civil Readjustment Program, the Navy Department intends to help you over the initial hurdles in your return to civilian life — by informing you fully and completely of your rights and benefits and how to make effective use of them.

To achieve this, you will be handled as individuals and not as "routine cases." It is recognized that all individuals are different, and that you deserve all the attention you need.

The program does not mean that the war is over or that peace is in sight (see editorial, page 56). It does mean, however, that the Navy Department is fully aware of its responsibility to the men and women in its service and is doing everything possible to aid and assist you upon your return to civilian life.

Recent Law Enlarges Rights on Discharge

Additional rights and privileges of armed services personnel in connection with discharge or release to inactive duty are granted by Sections 104 and 105 of the Servicemen's Readjustment Act of 1944 (known as the "G.I. Bill of Rights"), Public Law 346.

The sections, quoted by SecNav in Alnav 132-44, 14 July 1944, for compliance of the naval service, read:

"Sec. 104—No person shall be discharged or released from active duty in the armed forces until his certificate of discharge or release from active duty and final pay, or a substantial portion thereof, are ready for delivery to him or to his next of kin or legal representative; and no person shall be discharged or released from active service on account of disability until and unless he has executed a claim for compensation, pension, or hospitalization, to be filed with the Veterans Administration, or has signed a statement that he has had explained to him the right to file such claim; provided, that this section shall not preclude immediate transfer to a veterans' facility for necessary hospital care, nor preclude the discharge of any person who refuses to sign such claim or statement; and provided further, that refusal or failure to file a claim shall not preclude the discharge of any person who refuses to sign such claim or statement; and provided further, that refusal or failure to file a claim shall be without prejudice to any right the veteran may subsequently assert.

Any person entitled to a prosthetic appliance (artificial limb) shall be entitled, in addition, to necessary fitting and training, including institutional training, in the use of such appliance, whether in a service or a Veterans Administration hospital, or by outpatient treatment, including such service under contract.

"Sec. 105—No person in the armed forces shall be required to sign a statement of any nature relating to the origin, incurrence, or aggravation of any disease or injury he may have, and any such statement against his own interest signed at any time, shall be null and void and of no force and effect."

The Alnav cancelled all directives in conflict with the foregoing.
ANTIAIRCRAFT bursts splotch the evening sky over Saipan as U. S. Navy task force units covering landings on 14 June repulse Jap air attack.

BLASTS from the 14-inch guns of a U. S. battleship help clear the way for the landing of marines.

BUCKET BRIGADE: Marines form a human conveyor belt to speed unloading of supplies.

UNDER FIRE on the beach, invaders crawl toward their assigned positions just after landing.
and Army troops on the largest island tackled by our Central Pacific forces up till then.

SEAGOING TAXIS are massed off-shore as the first waves churn toward the beach. Fires raised by intensive shelling and bombing can be seen on the island.

MISSION ACCOMPLISHED: Marine riflemen move in on building blasted by tank.

CHARAN-KANOA IN SMOKE: Some of bitterest fighting of the war won town in 24 hours.
GRENADE BARRAGE: Marine at left tosses "pineapple" toward nest of Japs on Saipan as another (center) gets ready to heave his.

CASUALTIES are transferred from destroyer to this battleship.

JAP BOY, one of 23,000 civilians on Saipan, makes friends with marine.

HIT by shrapnel from an exploding Jap mor-
FOXHOLES and Jap mortar craters afford protection for Marines within hand-grenade throwing range of enemy.

TIME OUT FOR REPAIRS: Resourceful Marines patch hole where a shell went through bottom of Alligator during landing.

PRICE OF VICTORY: Marines bid farewell to comrades who fell during initial assault on the strongly defended island.
Women Reservists Are Relieving Male Personnel
In an Increasing Variety of U.S. Shore Billets

There are 37,300 naval officers and men at sea or overseas today who were released from continental shore billets by members of the Women's Reserve. There are 30,000 others in the Fleet who would have gone from training camps to continental shore billets had there not been Waves to fill expanding complements at naval activities within the U.S.

These 67,300 officers and men are fighting today, perhaps off the beaches of Normandy or in Task Force 58, because women of the Navy have volunteered to carry on in their places ashore for the duration.

The Women's Reserve, as it observed its second anniversary on 30 July 1944, could thus look back upon a brief but glowing record of expansion and achievement: During its two years of existence its members have freed enough officers and men to man a fleet of 10 battleships, 10 aircraft carriers, 28 cruisers and 50 destroyers.

Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy, has stated that he would like to have Wave hospital corpsmen retained in the Navy after the war. So well have Waves acquitted themselves in BuShips that Rear Admiral Edward L. Cochrane, USN, chief of the bureau, stated not long ago that “it is no exaggeration to say that without their assistance, it would have been impossible for the Bureau to have carried on successfully the present $26,000,000,000 naval shipbuilding program.”

There is a Wave ensign in BuShips, a former yeoman, whose job is to get machinery from manufacturers to shipyards. She was one of hundreds in the U.S. who put in long hours of overtime months before D-day in Normandy. In a small way she felt she was a part of the invasion fleet and “any overtime was more than compensated for on reading of the wonderful job done by our boys on those craft.”

Since its first anniversary a year ago (INFORMATION BULLETIN, Aug. 1943, p. 6), the Women's Reserve has added nearly 50,000 members and taken over more specialized jobs previously filled only by men.

With the passage last fall of legislation which removed previous restrictions on rank, the director of the Women's Reserve, Mildred H. McAfee, was elevated to the rank of captain. The assistant director, Tova P. Wiley, now holds the rank of commander, and there are several Wave officers with the rank of lieutenant commander. This legislation also made it possible for the Navy to promote Wave junior officers by the same Alnav system applied to men.

The policy of allowing enlisted Waves equal opportunities with men to strike for higher ratings has permitted several hundred to reach petty officer first class status, and at least four to make chief petty officers.

Waves are now considered directly eligible for 34 different ratings, and may be granted others if approved by BuPers. Some of the ratings newly earned by Waves are aviation machinist's mate (instrument mechanic), electrician's mate, radio technician, aviation radio technician, aviation ordnanceman, printer, ship's service man, specialist (gunnery), specialist (mail) and specialist (welfare).

Nearly 700 enlisted women have been sent through the Naval Reserve Midshipmen School (WR) and have been commissioned. This means that about one-tenth of all Wave officers now in service have come up from enlisted status.
The Women's Reserve training program has been changed from time to time to meet the Navy's needs. There now are 20 enlisted training units in operation, in addition to the large boot camp at the U. S. Naval Training School (WR), The Bronx, New York, where over 5,000 women are in training at one time and 1,680 are graduated every two weeks.

Advance training units range from yeoman, storekeeper and radio schools to such new fields as aviation free gunnery, celestial navigation, mail specialist, and sound motion picture technician. Some of these are regular schools with a steady flow of trainees; others train just a few as needed.

One brand new type of training is just starting at the Naval Training Center, Great Lakes. Enlisted women will be trained there as antiaircraft gunnery instructors and then will be sent to naval operating bases and Armed Guard centers to teach enlisted men how to shoot enemy planes out of the sky.

More and more enlisted Waves are studying for their ratings on the job. Seamen make up 26.1% of all enlisted Waves now on duty; another 16.8% are seamen in training schools.

Besides the Northampton training center for Wave officers, there are 12 other officer training schools and two in-service training units. These cover such fields as Japanese language, radio and radar, air navigation, educational services, communications, supply and other fields.

Today there are more women officers in the Supply Corps than there were regular Navy Supply Corps officers before the war. And in the Communications Division of Naval Operations at Washington, D. C., women officers actually outnumber men, although the general ratio for the Navy Department is one Wave officer to every three men officers.

Waves are now performing nearly every conceivable type of duty at 500 naval shore establishments. Seamen Waves are holding down about 40 different types of billets. Some of these are bookkeeper, typist, key punch operator, mechanical draftsman, statistical draftsman, cartographer, research assistant, receptionist, escort, teletype operator, switchboard operator, multilith operator, assistant printer, photo lithographer, photograph printer, assistant master-at-arms, laboratory technician, chauffeur, laundry worker, commercial artist, film projectionist.

Most rated Waves are either yeomen or storekeepers, although hospital corpsmen are a close third. Aviation ratings are fourth and specialists fifth. Women now hold 12 of the 16 specialist ratings.

About 9,000 enlisted women are in the Hospital Corps, many of them holding first class ratings. Many women officers also are in the Medical Department, most of them as specialists in medical fields. There are 34 women doctors and two dentists. Both officers and enlisted women are doing a great deal of work in occupational therapy and in physiotherapy.

The Navy Postal Service is another sphere in which women have a large representation—more than 1,000 out of the 6,000 mail personnel in continental stations. This ratio will go higher when the training of men for specialist (M) stops in the near future and only Waves are trained for this rating.

All aviation cadets who have completed their training during the past year are likely to have worked with Waves serving as Link trainer instructors, "mech" plane captains of training ships, free gunnery instructors or control-tower operators.

So far the Women's Reserve has been limited to duty within the continental U. S., but a bill is now before Congress to grant the Navy permission to send its women overseas. Should the measure be approved, Waves will have a still wider field in which to justify Admiral King's tribute to the Women's Reserve—"an inspiration to all hands in the naval service."

Wave PhMs assist dentist at NTC, Sampson, N. Y. Specialists (Y) direct traffic at NAS, Anacostia, D. C.
Behind the Casualty List...

How the Navy Speeds the Sad News—Truthfully and Tactfully—from the Battlefronts to the Home Front

From the battlefronts of the world come messages of victory—but with them must come, also, crisp formalized reports of casualty:
Name, rank or rate, number, status, and date.

In these brief dispatches lie worlds of tragedy, despair and courage for those on the home front.

Behind them, also, is the unflinching bravery of men—bravery in the face of enemies they know must be defeated before they can end, once and for all, the necessity of casualty notification.

Every man who sails or flies realizes his may be the life sacrificed in gaining victory. He knows that at home someone will be waiting, with that fear which lurks deep in the eyes of every Navy wife, mother and child, and which leaps out when the telegraph boy rings the doorbell.

For every casualty which reddens a deck or landing beach, there is someone at home who must bear the sad news.

The task of telling this news truthfully, tactfully and promptly is the responsibility of BuPers.

Because most Navy action is in the Pacific, where big task forces day and night hunt down the Japs, that area is used as the background for this story of casualty notification.

In the phosphorescent blackness of the far Pacific, a destroyer probes the waters after a battle action.
An arm waves feebly. The destroyer's whaleboat edges across the swells and works up from leeward. Eager hands haul the exhausted man aboard.
In widening circles, firefly flashlights wink hopefully, prayerfully. Some sink from sight—
Soon Radio-Washington will pick up a message: the CO, USS Big City, is sending casualty reports.
In the Casualty Notification and Processing Section of the Dependents Benefits Division of BuPers, the security officer hands the dispatch to an analysis officer.

What is going to be told the parents of the brave officers and men who are dead, missing, and wounded?
Suppose Peabody, James Arnold, GM1c, a lithe, tow-haired farm boy from central Ohio, is reported as dead. An official telegram in somewhat the following form is dispatched by BuPers:

THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR SON JAMES...

FIRST STEP in the casualty list—locate known survivors, sometimes widely scattered. Here men from a burning carrier are picked up by launches from escorting ships, as others slide down ropes into the water.

ARNOLD PEABoDY GUNIERS MATE FIRST CLA.SS USNR WAS KILLED IN ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT EXTENDS TO YOU ITS SINCEREST SYMPATHY IN YOUR GREAT LOSS. HIS REMAINS HAVE BEEN BURIED AT SEA. IF FURTHER DETAILS ARE RECEIVED YOU WILL BE INFORMED. TO PREVENT POSSIBLE AID TO OUR ENEMIES PLEASE DO NOT DISCLOSE THE NAME OF HIS SHIP OR STATION

VICE ADMIRAL RANDAll JACOBS
THE CHIEF OF NAVAL PERSONNEL

This is followed in a few days by a letter, such as the one which follows, bearing the personal signature of the Secretary of the Navy.

"My dear Mr. and Mrs. Peabody:
"I desire to offer to you my personal condolence in the death of your son, James Arnold Peabody, United States Naval Reserve, which occurred on 22 July 1944, while in the performance of his duties.

"It is hoped that you may find comfort in the thought that he made the supreme sacrifice, upholding the highest traditions of the Navy, in the defense of his country.

Sincerely yours,
James Forrestal
Secretary of the Navy"

Then the grieved parents will undoubtedly hear from the commanding or senior surviving officer of the Big City, as soon as the exigencies of war permit. He will write somewhat as follows:

"It was my sad duty to notify the Navy Department regarding the death of your son James.

Because of military restrictions I cannot give you all of the details of his death, but you may be assured your son gave his life in the tradition of the Navy—gloriously, fearlessly and proudly.

"As his commanding officer I want you to know that James was a shipmate of whom we were all proud and with whom we were honored to serve.

"The Navy and the nation can ill afford to lose the valuable services of such a person as your son."

Within a short time, too, the parents will undoubtedly receive a letter from the chaplain who presided over their son's burial. This will be a note of solace, giving in some detail the color,
feeling and beauty of the ritual under which men of the Navy are sent to their resting places.

After a period the commanding or senior surviving officer's action report will reach the Navy Department. A letter from BuPers, based on this action report and giving as many details as possible without contravening security, will be sent to the parents, who are always anxious to have every detail surrounding the death of their son.

Concurrently with the dispatch of all these words of sympathy and comfort, the Navy proceeds to render all possible material assistance to the family.

The six months' death gratuity is payable. Since it is clear that Peabody met his death in line of duty and not as a result of his own misconduct, this gratuity, equal to six times the monthly base pay to which Peabody was entitled at the time of his death, will be paid as promptly as his beneficaries return their application therefor and supply other necessary data.

Forms on which to claim the arrearages of pay due Peabody at the time of his death are sent to his heirs by BuPers. Final settlement is made by the General Accounting Office.

Payments of Government or National Service Life Insurance, carried by more than 90% of naval personnel, are made by the Veterans Administration. The monthly instalment payments begin as soon as the certificate of death from the Big City's medical officer and a claim from the beneficiary are received and the case adjudicated by the Veterans Administration.

Pension rights, and other benefits dependent on death, are explained in letters and in a pamphlet, prepared and sent to next of kin by BuPers, entitled Benefit Guide for Officers and Enlisted Personnel.

Patrick Albany, a red-haired, blue-eyed, 22-year-old watertender third class from Pittsburgh, is reported as "missing in action" aboard the Big City.

A telegram from the Chief of Naval Personnel goes to Albany's wife in somewhat the following form:

THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR HUSBAND PATRICK ALBANY WATERTENDER THIRD CLASS USN IS MISSING FOLLOWING ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT APPRECIATES YOUR GREAT ANXIETY BUT DETAILS NOT NOW AVAILABLE AND DELAY IN RECEIPT THEREOF MUST NECESSARILY BE EXPECTED.

This also contains the caution against revealing the name of the ship.

The telegram is followed promptly by a letter by which the Bureau con-}

In most instances, fictitious names of "casualties" are used in this story to typify casualty notification. However, due to the size of the naval service, there may be instances of coincidental resemblance.

It often is extremely difficult to determine what has happened to "missing" naval personnel. In some cases, unfortunately, complete details may never be known. In this respect the Navy's problem is often more difficult than that facing the Army, because the oceans swallow up so rapidly all evidence of engagements fought upon them.

In the absence of a report of survivorship or of prisoner of war status, or of the receipt of evidence of death, Albany will be carried as "missing in action" for at least 12 months. At the end of that period the Secretary of the Navy, following an exhaustive review of all circumstances surrounding the "missing" status, will continue such status or will make a finding of presumptive death.

The "missing" status will be continued in those cases where there still is some doubt whether the "missing" persons are dead or alive or are prisoners of war. Pay and allowances continue throughout the "missing" status, and allotments continue to be paid therefrom.

A finding of death is made when the evidence indicates beyond doubt that the presumption of continuance of life has been overcome. If such a finding is made, the date of the presumptive death is the day following the expiration of the 12 months' absence. Such a finding is merely to the effect that as of the date thereof the officer or man is, for the purpose of naval administration, no longer alive. It does not mean that death actually occurred on that date. If a finding of death is
made, pay accounts are closed as of the presumed date of death, and the various benefits, such as the six month's death gratuity, become payable.

Going through the records one is surprised to note the "missing" officers and men who have eventually been located and brought back to safety. From the hundreds of tiny islands in the Pacific where natives often rescue and assist them to their bases, from the frozen wastes of Greenland and the Aleutians where our ships carry on a tireless search, these "missing" persons have returned under miraculous circumstances, sometimes long after reasonable hope is gone.

Nothing gives a greater thrill than sending a dispatch that a person previously reported as "missing" is known to be a survivor.

While the Big City was sending several thousand Japs to their dragon-infested heaven, Ensign Hilary Estabrook Barnville, D-V (S), USNR, anti-aircraft gunnery officer from Bato Rouge, Louisiana, was wounded in the right thigh by shrapnel. He continued at his station until the order to abandon ship came. Then he shepherded his gun crews over the side before being helped over himself. The first report to the Navy Department may only list him as "wounded in action." Personnel are reported as "wounded in action" only when hospitalization is required.

To the ensign's sister a telegram somewhat as follows will be sent by the Chief of Naval Personnel:

THE NAVY DEPARTMENT DEEPLY REGrets TO INFORM YOU THAT YOUR BROTHER ENSIGN HILARY ESTABROOK BARNVILLE USNR HAS BEEN WOUNDED IN ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT APPRECIATES YOUR GREAT ANXIETY BUT EXTENT OF WOUNDS NOT NOW AVAILABLE AND ERRAY IN RECEIPT THEREOF MUST NECESSARILY BE EXPECTED BUT WILL BE FURNISHED YOU PROMPTLY IF RECEIVED.

This dispatch also urges keeping secure the name of the ship.

If further details concerning Ensign Barnville's wounds are received in BuPers, an amplifying letter is sent to his sister, giving the details and, if possible, telling her how she may address mail to her brother.

If you are nicked by a piece of enemy steel or are even injured aboard ship, write to your family as soon as possible. All the words at the command of the Navy cannot take the place of a brief note from you.

Seven months after the Big City went down, a letter such as this may be sent from BuPers:

BUSY BUPERS PHONES are these in Casualty Section, which answers inquiries of anxious relatives. Wave in foreground notes information sought by caller as others answer questions, look up information in files.

"Mr. Frank Quigley
R.F.D. No. 1
Mohican, Kansas

Dear Mr. Quigley:

"On 1 December 1943 you were informed that your son Roland Quigley, Chief Electrician's Mate, United States Navy, had been reported as missing in action and you were assured that any additional information which became available would be given to you. The Navy Department has now learned that mail with your son's name on it has been mailed from Japanese territory.

"While your son has not been officially reported by the Japanese government as a prisoner of war, the mailing of this correspondence is regarded by the Navy Department as acceptable evidence that he is in fact a prisoner of war.

"From information received by the Navy Department it is believed that your son is being held in Malaya Prisoner of War Camp, Japanese territory.

"The Prisoner of War Information Bureau, Office of the Provost Marshal General, War Department, Washington 25, D. C., has jurisdiction over all matters pertaining to prisoners of war, and will write to you and explain the proper way in which mail may be sent to your son.

"The Navy Department joins you in the hope that your son will return safely to you and his home.

"By direction of the Chief of Naval Personnel.

Sincerely yours."

Quigley's story slowly develops as additional scraps of information trickle back to the Allies—to ONI, to Red Cross centers, to the International Red Cross Office at Geneva, to military short-wave monitors on both coasts, to patient guardians of the air waves who pick up broadcasts from Japanese camps, and to the parents who receive heavily censored postcards.

Usually, however, first information about our men interned by the enemy comes in the form of cables from the International Red Cross at Geneva. These cables, based on advice from the enemy, are sent to the Prisoner of War Information Bureau in Washington. Patient checking of the lists frequently reveals a Navy person. A telegram is immediately sent by BuPers to the next of kin.

It is because of such cases as Quigley's, that the Navy is reluctant to make a finding of presumptive death unless, after 12 months, the facts are almost incontrovertible. Under the law, findings of presumptive death cannot be made in regard to personnel "missing" for less than 12 months.

When a ship such as the Big City goes down in the vicinity of South Pacific islands, it is not uncommon to have men swim ashore, hide out from the Japs for weeks and eventually make their way back to safety. In that case, the following wire immediately is dispatched to the next of kin:

THE NAVY DEPARTMENT IS GLAD TO INFORM YOU THAT YOUR SON VERNON LANGLEY COXSWAIN USN PREVIOUSLY REPORTED MISSING FOLLOWING ACTION IN THE PERFORMANCE OF HIS DUTY IS NOW REPORTED TO BE A SURVIVOR. HE WILL DOUBTLESSLY COMMUNICATE DIRECTLY WITH YOU AT AN EARLY DATE INFORMING YOU AS TO HIS WELFARE AND WHEREABOUTS. THE ANXIETY
How to Report a Casualty

Commanding officers must report casualties specifically under one of the following heads:

(a) **Dead** (giving cause)
(b) **Killed in action**
(c) **Killed** (not as a result of enemy action)
(d) **Wounded in action** (to such a degree as to require hospitalization)
(e) **Injured** (to such a degree as to require hospitalization, but not as a result of enemy action)
(f) **Missing in action**
(g) **Missing** (not as a result of enemy action)

Such phrases as "lost," "perished" or "missing and presumed dead" should never be used.

The first step in notification on a new casualty is to make positive the identification of a man named in the dispatch from the commanding officer.

When casualties occur outside the United States, the commanding officer notifies the Secretary of the Navy, who empowers BuPers to inform the next of kin.

When the casualty takes place within the continental limits of the United States, the commanding officer notifies the next of kin directly, at the same time sending word to the Navy Department of the casualty.

With the scores of possibilities of error resulting from similarity of names, garbles in transmission, medical identification and inevitable human mistakes, it would be foolhardy to make notification without a complete check.

Not only is the man's or officer's jacket studied to see that his page nine or orders show him attached to the ship which has been hit, but also his Family Allowance jacket, muster roll, beneficiary slip, and any other possible source of information, are checked before the unit releases word.

Casualty messages are sent to the next of kin by telegraph. The messages originating in Washington are never delivered between 2200 and 0700. They are delivered by messenger except in the most unusual cases, such as having the addresses reside many miles from the nearest telegraph office. Even then a special courier is generally hired to carry the message directly to the home. Whenever possible, the telegram is given to the "man of the family" for delivery to the beneficiaries (see box below).

Receipt of word of casualties in BuPers sets in motion the complex process of notifying not only the next of kin but also all naval and other activities which would bring aid to the beneficiaries (see box below).

For all this grimness, the task of notifying the next of kin has its compensations in the genuine gratitude and stouthearted bravery evidenced by those who receive the messages.

The correspondence reaching the Navy Department from the next of kin of those who have been informed of a casualty is a tribute to the fundamental

### Activities Notified In Event of a Casualty

Following are some of the activities which must be notified by the Casualty Notification and Processing Section on most cases.

1. BuPers sets in motion the complex process of notifying not only the next of kin but also all naval and other activities which would bring aid to the beneficiaries (see box below).

2. Various BuPers activities, such as Files, Officer Distribution Division, Fitness Reports, Reviews, Officer Performance, Service Records, Appointments and Promotions, Status Changes and Detail Section.

3. Veterans Administration, for insurance and pensions.

4. General Accounting Office, for final settlement of all accounts.

5. Bureau of Medicine and Surgery, to complete health records, to prepare death certificates, to record the place of burial and be prepared to make arrangements for transfers of bodies after the war of those who die outside the continental United States.

6. Public Relations, so that the home-town papers, etc., can be notified.

7. Navy Relief, so that it can extend its benefits.

8. Fleet Post Office Directory, so that it can arrange for returning mail.


10. Special notification is made in some instances to one or more of the following: Merchant Marine Reserve, the Naval Mutual Aid Association, Navy Athletic Association and the United States Naval Academy.
greatness of American people in time of war.

The vast majority of those writing to the department show a courage, a resolve, and a dignity which never could be exhibited except by those who love freedom and their country.

For instance:

"Dear Mr. Secretary:

"Mrs. — and I deeply appreciate your letter of sympathy. We apologize for not having acknowledged it long before this, but it has not been until recently that we have felt we were able to do so.

"There are times when it is almost impossible to accept the truth, and this is one of them. Evidently it was not for us to be one of the fortunate parents to welcome our son home after the war is over.

"Since the birth of this nation, no generation has escaped a war, and this one was not to be the first exception. It seems a shame that nations can't live together in peace and contentment. The dream of the country must suffer for the wrongs of others. It was ever thus and probably will never be otherwise.

"The Navy Department was most kind to us during our days of anxiety and its kindness is most appreciated.

Sincerely yours."

Another:

"Dear Mr. Secretary:

"Mrs. — and I wish you to know that we are deeply touched by your letter of sympathy to us on the loss of our son who died in the service of our country. We fully realize the sacrifice he made for his country.

"In particular we wish to report the fine courtesy of the commanding officer and other senior officers of our son's squadron. In going far and above the call of formal duties, these officers did much to ease the shock to us. Neither of us could have supposed this to be possible had not your officers done it.

"As a result we both have a new feeling about the Navy—a feeling that it belongs to us personally and that it regards itself as part of the nation rather than as a profession only. Staffing with such men is the best security for a nation of free men; for, in such a nation, continuing concord in action can be nourished only by kinship of spirit made manifest through kinship of sympathy.

Yours sincerely."

One more:

"My dear Mr. Secretary:

"I should like to thank you for your letter of the tenth, extending your sympathy for the loss of my husband in the explosion of his ship.

"It has been a privilege for the last three years to have known of the fine-ness of the Navy through my husband. Since his death, I have been deeply grateful for the unusual thoughtfulness and consideration shown by every officer and seaman connected with the loss of his ship.

"It must be particularly gratifying that the efficiency of the Coast Guard and hospitals are responsible for the saving of such a large number and for their remarkable recovery from both injury and shock.

"There must be further satisfaction in learning that after the explosion without chiefs or officers, the men conducted themselves in a way, I am told, that was inspiring and truly a credit to their naval training.

"May I, again, express my appreciation for your letter.

Sincerely yours."

This unselfish exhibition of character is a driving force in keeping the Bureau ever aware of the considerations which next of kin should receive in every case.

Often photographs appear of American prisoners in enemy camps. These always lead to mountains of inquiries from relatives of missing men, who are certain that the men in the photograph are their missing ones. This leads to long, diligent investigation and correspondence to verify the pos-
Some DOs and DON'Ts in Reporting Casualties

Casualty Notification and Processing personnel know that commanding or senior surviving officers have more to do than to sit down and write out long dispatches about who was "missing" and who "saved." They are more concerned by far with rescuing the "missing" and with getting survivors to a place where they can be fed and clothed.

But every man who has gone to sea realizes what it means to the next of kin to receive some word of certainty—no matter how sorrowful—about their men.

Here are some DOs and DON'Ts for senior surviving officers and for the men themselves to help get word quickly and correctly to the wondering ones at home:

Provide all details possible as to full name, serial or service number, rank or rating, and branch of service.

These greatly help identification in a Navy of some 3,000,000 with more than 21,000 Smiths and 15,000 Joneses.

Too often, only the barest details are available, and these may be garbled in transmission.

Use the correct description of the casualty status. Do not say a man is "lost," presume what it means to the next of kin to receive some word of certainty—no matter how sorrowful—about their men.

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- Use the correct description of the casualty status. Do not say a man is "lost," presume what it means to the next of kin to receive some word of certainty—no matter how sorrowful—about their men.

Personal effects of naval casualties are routed to Naval Supply Depots at Scotia, New York, or Clearfield, Utah, and are released to the next of kin from there at the direction of BuPers.

In certain cases where there may be trinkets or valuables of a highly sentimental or economic significance, these effects are forwarded directly to BuPers for appropriate handling.

Often clothing and other effects in excess of allowances are shipped by the men to the folks at home without an explanation. This causes untold anxiety until the man has written or BuPers has been able to determine that he is alive and well.

Typical of the daily correspondence which the Bureau receives are the following letters (all names changed):

"Navy Department

"Kind Sirs:

"Could there be any information of Oliver G. Silver? My mother can hardly stand just waiting and waiting, and not knowing anything. Once I saw in the paper where an H. D. Collier oil tanker was torpedoed in the Arabian Sea. Was Oliver G. Silver on that ship? And if so did an explosion follow? Could you please give us any information or do you think there could be any chance of his being a prisoner of the Japs? Please give us what information can be let out to us, as we are very anxious to know about my brother.

Sincerely yours."

Another:

"Dear Sir:

"Received my check for the six month death gratuity in the case of my son Howard V. Torkel F2c USN and thank you very much. My son gave his life. Will he receive a medal? It is important that I keep all records of each one as I have three other sons in the Navy. Thanking you again for all your help, I always remain,

A Navy Mother."

Over the signature of the President, an accolade is issued to commemorate the sacrifice of all who have died in service. These are beautiful documents in scroll and Old English type expressing appreciation in behalf of the nation. They are sent in sturdy cardboard tubes to next of kin as permanent mementos honoring the valor of our dead.

These accolades bring forth many letters of pleased and sincere thanks.

One of these letters reads:

"Gentlemen:

"This is to acknowledge receipt of the Memorial Accolade for my son Vernon Leonard George, who gave his life at Pearl Harbor. I am sincerely grateful for this tribute to his memory from our President and in behalf of my son I forward my sincere thanks."

(Continued on Page 62)
SUB BUSTERS: These 83-foot Coast Guard cutters helped chase U-boats from U. S. east coast. During the invasion of Normandy such "match boxes" saved more than 800 Allied soldiers and sailors from drowning.

SMOKE SCREEN is laid down by a Coast Guard-manned LST during a landing in the Southwest Pacific, where—as in other theaters of war—CG invasion craft operate side-by-side with Navy vessels.

THE U. S. COAST GUARD, established by Congress on 4 Aug. 1790 as the Revenue Cutter Service, observes its 154th anniversary this month with more than 169,000 officers and enlisted personnel serving on all major war fronts.

In time of peace the Coast Guard, operating under the Treasury Department, is mainly concerned with protecting life and property and enforcing Federal laws at sea. During war or national emergency it becomes part of the Navy, as it did 1 Nov. 1941.

Coast Guardsmen were at Tulagi and Guadalcanal. They manned landing barges at Tarawa and Makin, helped storm beaches in the Marshalls and New Guinea. They operated assault transports and landing craft at Saipan and were very much a part of European operations from North Africa to Normandy.

It's no wonder, then, that Coast Guardsmen would:

... like to find the guy that named the Coast Guard, And find out just what coast he had in mind...
ICE is removed from navigation buoy by Coast Guardsmen using axe and stream of water.

D-DAY OFF NORMANDY found these Coast Guard-manned LCI(L)s, protected by barrage balloons, moving across the English Channel as part of huge Allied armada for the assault on the French coast.

U-BOAT, riddled by gunfire, is about to sink after encountering Coast Guard cutter "Spencer."

GEYSERS are raised by bombs dropping close to Coast Guard ship as gunners fight off Jap planes.

USS WAKEFIELD, formerly the liner "Manhattan," is back in the fight as a Coast Guard transport after being damaged early in the war. This recent photograph shows her silhouetted against the setting sun.
TO CONVERT... OR NOT TO CONVERT?

It had been obvious even before he spoke that the seaman in the insurance office was really stumped.

"Sir," he began, when his turn came to take a seat at the insurance officer's desk, "I would like to know whether or not to convert my National Service Life Insurance."

His question—to convert or not to convert—is one that's being asked hundreds of times a day by naval personnel on duty around the world. And it's one to which no quick answer, covering all cases, can be given. A general discussion of the advantages and disadvantages of conversion may, however, help you to reach the best decision in your own case.

To refresh your memory, it might be worthwhile to remind you of the basic facts of National Service Life Insurance before pointing out the pros and cons of conversion.

- National Service Life Insurance is originally issued to you on a five year basis (Five-Year Level Premium Term), and will expire five years from the effective date of your policy under the present law.
- After being in force at least one year, your term policy may be changed (converted) to a permanent plan of insurance, namely: Ordinary Life, 20-Year Payment Life or 30-Year Payment Life.
- A maximum of $10,000, or any portion in multiples of $500 (minimum $1,000), may be converted. Any part you do not convert may be continued on the term basis or discontinued.

You may be anxious to convert now, in order to gain the advantage of a permanent insurance policy while still at a young age. In normal times with normal mortality experience, such practice is generally believed wise because it makes possible lifetime protection with fixed premium, at low cost. In addition, it provides a secure and systematic savings program through cash and loan values plus paid-up insurance and extended-term insurance provisions.

Unless you're fairly familiar with the technicalities of insurance, the previously mentioned terms probably need further explanation and clarification.

Cash value means that, at any time after one year, you can turn in your policy for cash, whereas the holders of term policies will have had insurance protection only. All permanent forms of National Service Life Insurance have a cash value at the end of the first policy year, which is available for an emergency; but, once surrendered, the insurance cannot be reinstated.

Loan value means that you can borrow up to 94% on your cash value, at an interest rate of 5% annually. This loan remains a lien against the policy and can be repaid at any time in full or in amounts of $5 or any multiple thereof. It should be repaid as soon as possible, to avoid interest charges.

Paid-up insurance works this way: Mike Garrity, YC, after leaving the Navy, converts his term insurance to a $10,000 Ordinary Life policy, at age 25. Five years later, Mike has a cash value of $457.60. His paid-up insurance value at the end of five years, according to insurance tables, would amount to $1,186.60. That is, instead of cashing in his converted policy, Garrity drops his Ordinary Life policy and applies for a paid-up insurance policy for $1,186.60, and thus has insurance for life for this amount, with no additional premiums or payments of any kind.

Extended-Term Insurance provides that your policy will be extended automatically as term insurance any time after the first year (on any policy except the Five-Year Level Premium plan) if you should, for any reasons, not be able to pay the premiums when due. For example, Mike Garrity, after having his Ordinary Life policy in force for five years, is forced by financial hardships to stop payment of premiums. Mike would be able to cease payments and still have $10,000 insurance protection for nearly six more years. Of course, he can reinstate his Ordinary Life policy at any time by payment of back premiums, plus interest, and submitting proof of health satisfactory to the Veterans Administration.

How to do it

Your insurance may be converted at any time when it is in force, after you have had it for one year and before the end of the five-year period (without taking a medical examination), into one of three types of insurance plans:

Ordinary Life is the lowest-costing form of permanent insurance—but you must always pay the premiums as long as you live.

20-Year Payment has the highest premium rate of the three plans, but is all paid up in 20 years, and the insurance continues in force for the remainder of your life for the face amount of the policy.

30-Year Payment is the same as the 20-Year Payment plan, except that you pay for 10 years longer, and at the end of that time the policy is all paid up. Like the 20-Year Payment plan, this insurance continues in force for the remainder of your life for the face amount of the policy.

All you need do is complete Veterans Administration Insurance Form 538, in duplicate—the original being sent to Veterans Administration, the copy being retained by you.

If available, your certificate of National Service Life Insurance also should be forwarded to the Veterans Administration in order that it may be properly endorsed.

Unless you pay your premiums directly (which is not recommended while you are in the service) you
should not send these forms to the
Veterans Administration until the of-
fer carrying your pay accounts has
(a) registered a new allotment for the
increased premiums and (b) stopped
your previous allotment.

You have a choice

If you should choose to convert,
you must also decide whether you wish
your new insurance to be effective as
of the present date, or to have it dated
back to the time your National Service
Life Insurance originally became effec-
tive or to any date on which a pre-
mium was due.

The first optional method you may
select is entitled, "As of current effec-
tive date," meaning that the new policy
selected may be effective as of the date.

The premium rate on your new policy
will be the rate for your then attained
age. This is your age on your birth-
day nearest the effective date of the
new policy selected.

Or you may desire option Number 2
which is "At a date prior to a current
effective date." In other words, the
new policy you select may be effective
as of the date any premium has be-
come due, including the original effec-
tive date of first policy. But the dif-
ference in reserve between your term
insurance and the new plan of insur-
ance selected at this time must be paid.
You may be advised of the amount by
writing to the Director of Insurance,
Veterans Administration, Washington
25, D. C. The required reserve amounts
to, roughly, the difference in premiums
between the amount paid for the term
policy and the amount which would
have been paid had the insured con-
verted at the younger age selected,
plus interest on the difference. The
new premium rate is that for your age
on your birthday nearest the effective
date of the new policy selected.

Why NOT to convert now

However, conversion is not encour-
aged by the Navy Department at this
time.

Why? Because, if you’re in the same
boat as most servicemen, you will
probably be better off by continuing
your term insurance plan, rather than
by changing to one of the higher pre-
mium permanent plans of insurance.

You are getting maximum protection
for minimum outlay.

The benefits that would be payable
to your beneficiary are identical for
both the term and the permanent
(converted) plans of insurance. In-
cidentally, many policyholders have
the mistaken idea that the present
National Service Life Insurance Act
permits a lump sum payment to the
beneficiary of the permanent plan, in
the event of the death of the insured
(policyholder).

Moreover, as long as your term in-
urance is in force, you may convert
at any time (after the first year and
within the five-year period) to one of
the permanent plans of insurance, re-
gardless of whether you are in or
out of the Navy. This privilege of
conversion applies even though your
premium payments are being waived
(paid by the Government) because
you are totally disabled.

It is well to keep in mind that, after
the war, a possible temporary decrease
in your earning power might force
you to stop payment on the higher-
premium permanent plan of insurance.

If you continue the low-premium term
insurance, you might be financially
able to maintain such insurance pro-
tection during this period of lower
personal income.

Not so long ago, improper conver-
sion resulted in a serious handicap to
the dependents of an aviation machin-
ist’s mate. In spite of advice to the
contrary, the enlisted man changed his
term insurance to the 20-Year Pay-
ment plan. He chose to reduce the
amount of the term insurance he was
carrying from $10,000 to $5,000 in
order to handle the increased outlay.

A short time later, he was fatally
injured in a plane crash. His wife and
small child were thus entitled to only
50% of the benefits they would have
had for the full amount of insurance
on the original insurance plan.

The best bet for most servicemen
will probably be to by-pass conversion
for the duration. However, if you feel
your case is exceptional, consult your
insurance officer and profit by his ad-
vice.
Submarine Stories:

Reputations Hang
On a Pinch of Salt

By CECIL FINKS, USN
Chief Commissary Steward

The author of this article, who hails from Toledo, Ohio, has been in the Navy seven years and has served in submarines six years. He has made eight successful submarine war patrols and will soon have expanded that record. Previously to his naval service he had civilian experience as a cook, and he knows Navy cooking by having come up through the succession of ratings to his present one. Moreover, he has trained many other cooks and bakers at the Submarine Base and School, New London, Conn.

Submarine chow is famous! That much goes without challenge. Everyone in the Navy says so, and everybody on the outside knows the reputation of submarine food.

Yet, it didn't become famous by accident. That is why I would like to introduce the submarine cook, whose reputation often hangs on a pinch of salt or is drowned in a cup of soup.

Submariners have fastidious appetites. They want, deserve and assuredly get the best in food. They also get the best cooks, and, as a result, the competition for submarine cooks is almost as spirited as a "battle surface" against a surprised enemy. A submarine cook's reputation is like the seat of his trousers; it follows him everywhere.

You will hear stories all the time that submarine crews lose weight on their submarine patrols. Don't believe it. Men on my submarines didn't lose weight on patrol. They lost weight when they came ashore. When they came back after liberty, we put them back into shape.

From all this, you will see that submarine cooks are very jealous of their reputation—more jealous perhaps than the chefs of New York's leading hotels. And that reputation is hard to earn when you are working for such practical critics as a healthy submarine crew.

We encounter disadvantages, too.

For example, here's a disadvantage that we meet rather frequently. Whenever a submarine is under attack and is rigged for depth-charging, the electric power to the ovens is shut off. Suppose you had a batch of bread in the oven when the attack began. That goes the power. That's one batch of bread that will never be served.

On my sub one night (and I can't go into details) I lost three batches of bread that way. But I had fresh bread for the crew the very next morning. Submarine cooks are like that. They are submariners; they have to work just as hard as the engine room gang or the torpedo gang.

The perfect submarine cook is the one with the greatest imagination. He is always dreaming up surprises for his shipmates. I mean surprises like fudge, pecan brittle, hot apple pie... and many others.

These are not the regular dishes we serve at the regular meal hours. These are what we call "extras." There is nothing that will make a cook more popular than his "extras."

Electric ranges on the submarines never grow cold. They are busy night and day. During the day they are used for the regular meals. As soon as the meals are over, the baking starts.

Of course, when you start to bake a batch of bread for the next day's meals, you know that it is a foregone conclusion that you will have to bake two batches in order to salvage one. We always plan on two batches.

A submarine is not so large, and aromas have easy access to the whole boat. That bread being baked smells almost as sweet to the men in the forward torpedo room as it does to the man in the galley. The result is that as soon as the bread is out of the oven, along come the torpedo men.

Then come the signalmen, crowding by the motor machinist's mates or the quartermasters. Or perhaps the captain and the executive officer feel hungry just at that moment, and they, too, will have slices of fresh bread supercharged with jam. The parade never ends.

It would be futile to hide the bread, and we wouldn't want to do that anyway. We found that the best way was to put the fresh bread on the mess tables in the crew's quarters. When we expose it this way, we save more. To attempt to hide it only sharpens the appetites of more and more people.

Every submarine crew has one or two famous eaters—people who eat all the time. Usually we call such people "seagulls." But on our quarters we had a signalman who ate so much that the ordinary title of "seagull" wouldn't fit.
The crew named him "Bubblegut." He was always complaining he was hungry.

As an experiment on the morning of our last day out of port, we tried to see if we could separate him from that hungry feeling. For breakfast he had 21 hotcakes and 21 ham sandwiches, along with liberal portions of hot coffee and other available snacks.

But he was still hungry when we docked at noon. Since we were just finishing a patrol and were starting our liberty period, no meal was going to be served aboard the submarine that noon. As soon as liberty was granted, Bubblegut dashed for the submarine tender — where luncheon was being served.

One of the problems a submarine cook must meet in order to keep his reputation intact is to be able to satisfy sectional tastes. A cook would not be expected to perform such artistry on a surface ship — but on a submarine it’s different. Hominy grits must taste as homelike to a man from Mississippi as beans do to a lad from Boston.

This takes skill, and skill won’t come from just an occasional peek into the Navy’s standard cook book.

I found that one way to satisfy the tastes of hungry submariners is never to make a dish look or taste the same way twice. Of course, I follow the same general principles, but I always manage to make some slight change.

For example, take eggs. There are almost as many ways of serving eggs as there are points on the compass. They can be boiled, fried, creamed, poached, scrambled or sliced. The ways of working them into an omelet are many. To a man with an imagination, eggs need never be served the same way twice, unless the crew have some favorite way on which they insist.

One point I learned long ago. A man’s memory about food is a strange thing. He can remember his past meals only so far and no farther. For example, I defy any person to tell me what he had for lunch on Tuesday noon two weeks ago, unless there was some significant incident to make him remember.

Yet, if he gets scrambled eggs three times a week served in the same way, he will soon be heard to complain: "Why do we get scrambled eggs all the time?" A good submarine cook never hears such complaints.

Eating is an important part of a submariner’s life, and that is why imagination is an important ingredient of every dish a submarine cook prepares.

Pie is a favorite dish of the submariners. They never complain about pie. Every time we bake a batch of pies, we begin distributing them to the various compartments of the boat as soon as they are cool enough to be eaten.

We don’t even give the torpedomen a chance to come to the galley for them. We beat the gun and distribute them right away. That makes submariners happy.

Another point. When the lookout watches are being changed, we never send the new lookouts up to their posts hungry. We always have hot soup and cinnamon buns ready for them, as well as for the watch just relieved.

I think that the aroma of pork and beans creates more work for the submarine cook than any other thing. There’s something good about the smell of pork and beans. Perhaps it brings visions of home. I think it does.

On one recent war patrol, we carried 1,200 pounds of tinned pork and beans. No matter how many times we served them, the crew kept begging for more. When we reached port, we didn’t have a single tin left. But, none of this pork and beans was served at any of the regular meals. It was served only for night snacks.

Steak, fried chicken and hamburg and onions are the other dishes which have a tantalizing odor which creeps about a submarine. When there is a wonderful odor as a preface to a meal, it is a wise thing to have extra portions ready. We do.

The only time when the appetites of submariners diminish is when there is great tension. I remember on one particular patrol which was outstandingly successful that we were at battle stations from Christmas Day to New Year’s almost without let-up. We ended up on New Year’s Day with a "battle surface."

During all that time, no man was doing much eating. No one was hungry. The men were living on their nerves, and they were too busy to think much about food. Finally, after the successful gunfire of the battle surface, our job was finished and we started home. Then, there occurred such an eating marathon as has seldom been experienced. I have never seen a group of men so hungry. I thought they would never stop eating.

Submarines take on patrol only foods of good keeping qualities. Submariners just won’t eat dehydrated foods. The potato supply usually has ended after 30 days, and the eggs are all gone after 45 days. Then the submarine cook’s problems begin. It is no easy matter to make submariners forget potatoes and eggs. But every good submarine cook knows a few dodges. Men never get tired of food if it is made interesting. And there are many ways of making food interesting.

Submarine cooks have to be able to take a considerable amount of joshing and good-natured complaint about their cooking. The best defense is to hand the joshing back. Cooks on submarines can’t hide from the rest of the crew. Everyone knows who baked the pies, made the bread and broiled the steaks. Usually the ones who complain the most are the ones who eat the most. Now add then a good practical joke is a great boost to morale.

On one patrol we had another gargantuan eater whom the crew called "Light Lunch." He was always poking into the galley. He would eat anything in sight.

A submarine is about the only ship in the Navy where this is permitted. On a submarine, a man can eat at any time he likes. One of the privileges he obtains the day he steps aboard a sub-
maritime is to rifle the chill box. Every man is expected to do it, and all do.

One day while Light Lunch was hovering about the galley complaining of his hunger a striker was baking some banana cream pie. There is nothing so enticing to a gourmand as a banana cream pie.

From experience, the striker knew that Light Lunch would eat the first thing that was available. Accordingly, he began to prepare a special pie. Into one of the pie shells he packed a whole dish of mashed potatoes, and then he carried off the deception by smoothing off the top so that the pie looked exactly like the others, and into the oven it went with all the rest.

The potatoes were soon of a fairly solid subsistence, but the general appearance was beautiful. When it came from the oven, the striker took a small wedge out of this special pie and left the pie in its dish, with a knife close aboard. It was a tasty-looking temptation.

Sure enough, Light Lunch was soon back. Following his usual custom, he reached for the pie and began to cut himself a sizable hunk. But the temptation was too great, and there was larceny in his heart that day. He decided to have the whole pie—and to have it by himself.

As it happened, the submarine was operating on the surface, and Light Lunch carried his booty up to the cigarette deck and began to munch. He had nearly finished the pie before his memory caught up with his palate. of "I say—what is this," he began, but his complaint was drowned in laughter, for the whole crew had been tipped off to the horseplay.

All jokes don't end that way.

One day when we were in an Allied port, a cook from one of the Allied ships came aboard. Sailors are hungry people the world over, so we decided to have a laugh at his expense.

That morning we were baking lemon meringue pies, but we had several pie shells which we yet had not filled. Into one of them we poured great gobes of meringue, which we knew would resemble the lemon filling. Into the oven went this pie, and soon it was out again, looking as perfect as ever a lemon meringue pie did look. We took out a small segment and left the gooey knife close by. We knew the sight would be an insurmountable temptation.

When the cook came back to the galley, we asked him if he were hungry. Of course he was.

"Wouldn't he have some pie?"

Of course he would. He cut himself a huge chunk.

He began to eat it. His face lighted up. He finished the chunk and asked for another.

"Say, that's wonderful pie," he exclaimed. "Will you write down the recipe?"

The joke was on us.

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The Campaign Against Japanese Shipping

The following is from the statement released by Secretary of the Navy James Forrestal at a press conference last month.

The accompanying chart shows the number of Japanese merchant vessels announced by the U.S. Navy as sunk during each three months since 1 Jan. 1942.

The chart shows a total of 740 sinkings of which 570 are credited to submarines. These totals include all sinkings reported by submarine, surface and air units, including Army Air Force units, under the command of Admiral Nimitz and, formerly, Admiral Halsey. The statistics do not include sinkings reported by other commands, but the totals on this chart represent more than three-quarters of all Japanese merchant vessel sinkings announced by all commands.

The rising trend of sinkings speaks for itself. Our attack against the lifelines of the Japanese Empire progresses with mounting success even though some of our submarine skippers have begun to complain about the scarcity of targets.

Two facts, brought out by the chart, merit emphasis.

First, 77% of the Jap merchant ship sinkings are attributable to submarine attack.

Second, as we push our ring of advance bases closer around Japan proper, air and surface attacks on Jap shipping are becoming more and more profitable. This trend is reflected in the larger dotted areas on the chart bars for the last two quarters. It will be accelerated by our advance into the Marianas.

Shipping is Japan's jugular vein. At least one-third of Japan's wartime consumption must be supplied by overseas imports.

At the same time Japan must pump back out to her defense perimeter—China, Burma, the Southwest and Central Pacific, and the Kurils—a vast stream of men and munitions which can only reach the battlefront in ships.

Petroleum has posed the most difficult problem. So heavy and successful have been our attacks on their tankers that the Japs apparently are moving bulk petroleum shipments in dry cargo ships. The pinch is particularly acute in fuel oil, needed for the Japanese fleet.

Three factors have enabled Japan to mitigate the effect of our sinkings to date.

First, Japan accumulated before the war stockpiles of imported materials, including an estimated three-year reserve of gasoline. These stockpiles are diminishing.

Second, Japan's steady retreat since mid-1942 has shortened her lines of communications. The Japs on Paramushiro are 900 miles closer to their home base than were the Japs on Kiska, those on Saipan were 1,700 miles nearer home than their predecessors on Tarawa. The shorter the haul, the fewer ships Japan needs.

Third, starting the war with a merchant marine estimated as large as 7,000,000 tons, Japan probably had a surplus of shipping and, thanks to her retreat, probably maintained a slight surplus—until recently.

Now we believe that the accelerated rate of sinkings, which the chart shows, has caught up with the Jap retreat. She is losing merchant ships faster than she can afford to, even in the light of her shorter supply lines. Continuation of present trends will leave her by the end of 1944 with a sizeable and growing deficit.
New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. The unit is always free to request from the central stock individual titles of particular interest.

ACME AT GOLDEN EAGLE by Jackson Gregory. Three quick-shooting hombors become fast friends in a rough, tough Western town and start on a long career of adventure.

ADVENTURES IN SYMPHONIC MUSIC by Edward Downes. Composers, artists and the musical compositions which they have made familiar to us.

ALFRED AHOY! by Foster Humpreville. Personal lives and military careers of nine of Hitler's generals, told with an inside slant.

AMERICA by W. E. Hart. New western by an old-timer.

HOW TO LIVE IN THE COUNTRY WITHOUT WEEPING by Milton West. Blueprint for successful living in the country, by a man who knows.

JAPAN'S LANDS OF MYSTERY by Willard Price. Account of exploration on the islands of the Pacific by one of the few white men to enter Japan's Pacific mandate in those far-off days.


LUKE HURON by Fred Landon. Lake Huron, the early settlements which fringed its shores, and the men who explored its woods and sailed its waters.

MICHIGAN by Milo M. Quinife. The story of how he is lake stealer of the early days of Chicago and Milwaukee and how.

LIFE WITH ALICE by Dick Richards. Escapades of Alice, the playful elephant, of the early days of Chicago and Milwaukee.

ATTAINING MATURETY by Luella Cole. A guide book for all who seek to attain maturer moments as glimpsed through sketches of the entertainment world.

NORTHWEST OF THE WORLD by Olnf Swenson. Exciting experiences of BuPers fltrader with the Siberian natives.

THE ONE STORY: THE LIFE OF CHERIE by Michael Kumroff. Life of today's nervous witch woven into one single story from the books by four of the men who knew her best.

THE PASS by Thomas Savage. Lured by the autumn light and the magic of the prairie, young Jen Good, and his old horse, battle against the wilderness of early Montana.

PRIVATE BEEGER'S WAR by David Breger. One man's private adventures in England and at the front.

PRUSSIAN'S PROGRESS by Tom O'Reilly. Scuba divers' accounts of S.S. Mulligan Stew "goes down to the sea with rifles and carbines."

SEA-BOYNE by James E. Connolly. "Thirty years a-voaging."

SOGS OF TERROR edited by Whit Burnett. Anthology of short stories and excerpts from novels showing the essential strength of the spirit in perils. A rare find.

SILENT I-SHIFT by Charles Leonard. Brief, thoughtful lyrics, including some poems of the war.

THE SIREN SINGS by Max Brand. Retribution, western story of the return of a gold mine, a couple of crooks and a girl who's not for tender-loving.

SIXTY TO GO by R. C. Forch. Adventure with the French Underground on the long road to Liberation.

SNARKS ALIVE! by Clifford Pope, Entertainments Editor of the Daily News. This calls this one of the best books on republ."he has ever read.

TEN YEARS IN JAPAN by Joseph Drew. Ambassador Grew's diary discourses fully his long and interesting career.


TEN YEARS IN JAPAN by Joseph Drew. Ambassador Grew's diary discourses fully his long and interesting career.

TWICE A STRANGER by Lawrence Hutton. Dramatic sketches of famous figures of the baseball world.

THEY'LL DO IT EVERY TIME by Jimmy Haslam. Cartoons of the careers of the Fabulous theatrical characters of the last hundred years.

THEY PLAYED THE GAME by Harry Grady. Note well also. Famous sketches of famous figures of the baseball world.

THE WOMAN IN THE PICTURE by John Anderson. Murder, romance and a cross-continental chase are encountered by a remarkable woman as she sets out to save a titillating woman in their attempt to foil the American Fifth Column.

YANKEE PRINCESS by Catherine Drinker Bowen. Three generations of the Van Buren family, who produced its great man—Abiel, Oliver Wendell, the doctor, and Oliver Wendell, the journalist.

New Books in the Armed Services Edition

The Bureau will appreciate comment from the naval service in regard to the Armed Services Edition (paper bound) books on such matters as choice of titles, form etc.

The following titles are included in the current series of 30 paper-bound books published for the armed services:

I-241—Boyle, AVALANCHE
I-242—Buchan, CINDEE
I-243—Boyce, MR. AND MRS. COGAT
I-244—Bradford, OL' MAN ADAM AN' HIS
I-245—Tuttle, THE LION'S DEN
I-246—Kimbro, WE FOLLOWED OUR HEARTS HOLLAND
I-247—Sargent, DECEMBER ON THE MARCH
I-248—Household, ROGUE MALE
I-249—Haines, HIGH TENSION
I-250—Sarton, THE BOOK NOBODY KNOWS
I-251—Drago, STAGECOACH KINGDOM
I-252—Zolotow, THE ARMED SERVICES READERS' GUIDE
I-253—Thurber, THE MIDDLE-AGED MAN ON THE MOON
I-254—Haycox, DEEP WEST
I-255—Kelland, ARIZONA
I-256—Benton, COW BY THE TAIL
I-257—Mulford, HOPALONG CASIDY'S PROOF
I-258—Barnes, COAST GUARD TO THE RESCUE
I-259—Eisberg, ON THE BOTTOM
I-260—Maughan, ASHENDEN
I-261—Grierson, LONDON ADELAIDE
I-262—Grishold, THE TIDES OF MALVERN
I-263—Johnston, TEN... AND OUT
I-264—Central, THROUGH THE BATTLE-fields
I-265—Bromfield, MRS. PARKINGTON
I-266—Panetta, THE WANDERER
I-267—Davis, HONRY IN THE HORN
I-268—Brooke, JANE EYRE
I-269—Forbes, PARABLES
I-270—Spring, MY BOY! MY SON!

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Net Tenders Shield
Allied Ships From
Enemy Submarines

Those odd-looking "horned" craft you may have seen operating around harbors or fleet anchorages are playing an important part in the constant campaign against enemy submarines and other torpedo carriers.

They are the Navy's ANs—sometimes called "Bulls" or "Horned Toads," because of the twin permanent booms which form their prows—and their job is to lay and tend the steel nets which close off ports and shield anchored warships against underwater attack.

Two types of nets are used—one designed to ensnare a sub or to warn of its presence, the other to stop a torpedo. Some nets are more than two miles long and extend from the surface of the water to the bottom. Net layer crews are called upon to repair breaks in sections after overly strong currents or storms have ripped holes in the heavy mesh.

ANs come in two sizes—one, carrying a crew of 44, is 152 feet long; the other, with a complement of 52, is 195 feet overall. Both are Diesel-electric driven.

Most of the tenders operate at advance bases. Others protect U. S. ports. Despite their diminutive size and specialized duties, ANs can fight, too. One of them shot down a Zero at Pearl Harbor and another got two Jap planes at Tulagi.
Gulls on MK II buoy watch as net tender prepares to move new section into position.

Completely mended, the torpedo net now maintains its protection of ships anchored in distance.
Legislative Matters of Naval Interest

The following legislation has been signed by the President and become law:

Granting a 50% pay increase to officers, warrant officers, nurses and enlisted men of the Army and Navy required by orders to participate in regular and frequent glider flights, not to exceed $100 a month for officers, warrant officers and nurses and $50 a month for enlisted men (Public Law No. 409).

Relieving members of the armed forces of income, gross income and personal property tax liability in states in which they are assigned temporarily and providing that absence from the home state does not affect their citizenship (Public Law No. 415).

Appropriating funds for the Navy Department for the fiscal year ending 30 Jun 1945 (Public Law No. 347). For details, see INFORMATION BULLETIN, May 1944, p. 60.

Authorizing payment of transportation to their homes of discharged naval, Marine Corps and Coast Guard personnel under age at time of enlistment, to include pay and allowances to the date of termination of enlistment (Public Law No. 398).

Several measures of interest to the Navy were still pending when Congress recessed 23 Jun 1944 until 1 Aug 1944. (On the latter date, Congress is scheduled to begin a series of three-day recesses that will postpone consideration of any major legislation until late fall.) These measures include the following:

To authorize foreign service for the Women’s Reserve: Reported favorably by the House Naval Affairs Committee with amendments making the measure applicable to the Marine Corps Women’s Reserve and the U. S. Coast Guard Women’s Reserve and making foreign duty voluntary, except in Hawaii. The Senate Naval Affairs Committee postponed action on the measure until after the recess (H.R. 5067, S. 2028).

To establish the grade of Admiral of the Fleet of the U. S. Navy: Proposed grade was changed to “Fleet Admiral,” the rank to be established only for the duration, and approved by Senate Naval Affairs Committee and passed by the Senate. The House, where consideration was delayed by objections from the floor, will take up the measure later (S. 2019).

To continue free mailing privileges to members of the armed forces until six months after the end of the present war; passed by the House and sent to the Senate (H.R. 4949).

To authorize the Secretary of the Navy to furlough officers on the active list of the Marine Corps, and the Coast Guard when it operates as part of the Navy. Passed by the Senate, sent to the House (S. 1974).

Executive nominations for temporary service recently confirmed by the Senate:

To be vice admiral on the retired list, UN, by act of Congress, Rear Admiral Emory S. Land, UNR (Ret), now serving as Administrator, War Shipping Administration, and Chairman, U. S. Maritime Commission.

To be rear admirals: Robert O. Glover, Frank E. Beaty; Andrew F. Carter, USN, to continue while serving as executive, Army-Navy Petroleum Board.

Recess appointees as rear admirals for temporary service pending Senate confirmation: Clifton A. F. Sprague, George R. Henderson, Ralph A. Otis, William D. Sample and Walter A. Buck (SC).

Recess appointment as commodore, to continue while serving in amphibious forces, pending Senate confirmation: Albert G. Noble.

What Is Your Naval I. Q.?

1. “Rocks and Shoals” is used as a name for (a) certain air currents; (b) Articles of the Government of the U. S. Navy; (c) the Strait of Gibraltar.

2. Supply the missing word: The Marianas Islands formerly were known as the. . . . . . . Islands.

3. In what condition is a rope when it is (a) flemished down; (b) faked down?

4. On which side of their uniforms do naval aides to the President of the United States (and naval aides at the White House) wear their aiguillettes?

5. Name the four types of lighted sound buoys currently in use.

6. Identify the following places which have been bombed in recent months by Navy planes: (1) Wotje; (2) Matsuwa; (3) Chichi Jima; (4) Shimushu; (5) Nauru.

7. True or false: Women’s Reserve members have equal rights with Navy men as regards disability and death benefits?

8. What is another term for the accommodation ladder?

9. Which is closer to Manila, the island of Palawan in the Marianas, or the island of New Caledonia off the coast of Dutch New Guinea?

10. The Bronze Star Medal takes precedence (a) next after the Navy and Marine Corps Medal and next before the Air Medal; (b) next after the Purple Heart Medal and next before the Presidential Unit Citation?

11. What signals are displayed by U.S. Weather Bureau stations to indicate the approach of hurricane winds?

12. True or false: Maximum profit allowed ship’s stores is 15%.

13. The knot pictured here is a (1) chain knot; (2) victory knot; (3) figure-of-eight knot?

14. In the absence of the Sec-Nav, the UndSec-Nav, the Asst- SecsNav and Com- inch and CNO, on whom would devolve the duties of Sec-Nav temporarily?

15. A gale is defined as “a force of wind 28 to 55 knots.” Give the force of a (1) moderate gale; (2) fresh gale; (3) strong gale; (4) whole gale.

16. What type ships are named for astronomers and mathematicians?

17. The phrase, “Fathers of Our Navy,” is applied to what three Americans of Colonial days?

18. How many of the following nautical expressions are synonymous: (a) Irish pennant; (b) cow’s tail; (c) fag?

19. The Battle of Jutland was fought on (a) 31 May 1916; (b) 6 June 1917; (c) 10 August 1919?

20. The command, “Toss oars,” means (a) to prepare to get the oars up or out; (b) to begin pulling; (c) to raise the oars from the rowlocks to a perpendicular position, blades fore and aft, with the handles resting on the bottom of the boat?

(Answers on Page 62)
Wartime Military Courtesy

Present Conflict Has Seen Some Changes
And Common Sense Covers Most Situations

“Courtesy,” says one writer, “is an essential lubricant of any machine composed of human beings.” Military courtesy is the lubricant for the military machine.

Because military courtesy is taken from the usages of war and is a thing of considerable tradition, being handed down from one generation of fighting men to another, the present war has not greatly affected rules of naval etiquette. However, while the essential principles remain the same, modern battle conditions have required some minor changes.

Because of the great influx of civilians into the naval service as reservists, the actual practice differs in some minor respects, since the length of time necessary for thorough indoctrination has not been always available. However, this influence has not been as great, nor the changes as many, as might be expected, because the reservists have for the most part understood that they were coming into a different way of living when they joined a military service and were ready enough to adopt its new ways. They realized that there were reasons for the rules of military etiquette, even though on the surface they might not understand them.

Today’s Navy is composed about 90% of men, and women, who have been used to the ways of civilian life rather than military. They find themselves facing two main groups of problems—anf, and ashore.

First, until they actually get afloat and under battle conditions, their knowledge of military courtesy and etiquette has to come out of books, study courses and lectures. You do such and such under such and such conditions. Then you get out on a BB or carrier and find that, in many cases, tradition gives way to General Quar ters. Wardroom etiquette isn’t quite the same when you don’t have regular meal hours and are munching sandwiches at battle stations.

Secondly, ashore—how do you behave now that you’re going around in uniform instead of civilian clothes? When going through doors, or into automobiles, or in buildings, do you follow military practice or civilian? How are military people addressed and introduced, both in their own circles and by civilians? When should your cap be worn when off; and what cour tesies does a military man properly extend to others?

The notes which follow are an attempt to set down in one place, for easy reference, most of the main aspects of military courtesy and etiquette, both as to the traditional elements which still survive and those which have changed under conditions of time or war.

Some customs, such as formal social calls and the leaving of visiting cards, are more or less in abeyance during wartime, and are therefore omitted here. Also, the sword, which was the symbol of authority and chivalry, and which for thousands of years was the instrument of battle most used by man, has become a casualty of modern war. Although confined in modern usage to military ceremony, the sword was condemned to naval extinction by the Secretary of the Navy’s order of 15 October 1942, abolishing it as a part of the uniform for the Navy, Coast Guard and Marine Corps.

One of the main aspects of military courtesy, the salute, has already been covered at length in the INFORMATION BULLETIN earlier this year (see “The Salute,” January 1944 issue). Most of the remaining aspects are grouped in this article under the following main headings:

Relations of Seniors and Juniors
Etiquette Ashore
Courtesy to Ladies
Forms of Address and Introduction
Wardroom Etiquette
Quarterdeck Etiquette
Boat Etiquette

Relations of Seniors and Juniors

This phase of military courtesy, which covers relations between officers and between officers and men, has seen perhaps less change during war than almost any other, probably for the very reason that it is the most fundamental part of all military courtesy, and the main source of most naval etiquette.

The twin foundations of military courtesy among officers are (a) precedence and (b) deference to seniors. Officers take precedence according to their rank, and this precedence is not confined to strictly military relations.

WHAT’S THE ANSWER?

Here are just a few of the questions of military courtesy and etiquette covered by this article. How many can you answer correctly? Test yourself, then look up the solutions. The numbers after each question tell you on what page to look for the answer.

- You’re walking on the street and you meet a lady you know. Should you: (a) salute? (b) raise your cap? (c) just nod? (d) wave your hand in greeting? (p. 30)
- What wartime facts have most changed wardroom etiquette? (p. 35)
- On being introduced to a senior officer, should you extend your hand to shake hands? (p. 29)
- You step into a hotel elevator in which there are ladies. Should you remove your cap? (p. 30)
- You are passing a radio store and hear strains of The Star-Spangled Banner coming out. What do you do? (p. 30)
- Should you sit in the stern sheets of a boat if a senior officer is present? (p. 35)
- What is the only occasion upon which a lieutenant commander may be addressed as “commander”? (p. 33)
on ship or shore, but extends to the mess, to the club, and to their social life.

Naval courtesy prescribes that junior officers shall accord their seniors certain tokens of deference and respect, which correspond to those younger men would accord to their elders under the usages of polite society. It also prescribes that seniors shall, with equal punctiliousness, acknowledge and respond to these tokens of respect required of juniors, so that there is nothing servile in the interchange, but rather a sort of ritual for observance by those serving their country in a strictly ordered fraternity of military service.

A junior officer approaching a senior for the purpose of making an official report or request maintains an attitude of military attention. He does not take a seat, or smoke, until invited to do so. (Some have brought up the question: is it OK when with a senior to say, "Do you mind if I smoke, sir?" Under some circumstances, perhaps yes. But if with the captain, the answer is definitely no. And for anything approaching official relations, the choice has been rather precisely put by one writer: the invitation should be "awaited" rather than "anticipated".)

Unless he is on watch, a person in the naval service always uncovers when he enters a room in which a senior is present.

Unless it has been otherwise directed, when a senior enters a room in which junior officers or enlisted men are seated, the one who first sees him orders "Attention." All present remain at attention until ordered to "Carry on."

Similarly, when a junior or enlisted man observes his group being approached by a senior (except at work or meals) he commands "Attention." Those present remain at attention until the senior makes the gesture to "Carry on." If addressed by a senior, a junior should, if seated, rise and remain at attention. Men seated at work, at games or at mess are not required to rise when an officer, other than a flag officer or the captain of the ship, passes, unless they be called to attention or when it is necessary to clear a gangway.

The place of honor is on the right. Accordingly, when a junior walks, rides or sits with a senior, he takes position alongside and to the left. When pacing to and fro, however, positions are not changed. The junior keeps step with the senior. On board ship, the senior is generally afforded the outboard position. The junior opens doors and enters last.

There is only one proper response to an oral order—"Aye Aye, Sir." It means three things: you heard the order, you understand the order, you will carry out the order to the best of your ability. Such responses to an order as "O.K., sir," "All right, sir," or "Very well, sir" are taboo. (But "Very well" or "Very good" is quite proper when spoken by a senior in acknowledgment of a report made by a junior.)

An order gives a junior a job to be done and leaves it up to him as to how it is to be done. It does not always specify the exact time when it shall be executed, but frequently fixes a certain time limit.

A command directs a specific action, without alternatives.

If you are an officer and tell your chief boatswain's mate you want him to have the collision mat overhauled by the end of the week, you have given him an order. If you tell the boatswain's mate on watch to pipe sweepers, you have given him a command.

By custom and tradition of the service, a senior's expressed wish or desire is the same as an order.

**BOAT ETIQUETTE**

- Entering boat, juniors go first; leaving boat, seniors go first.
- Always stand when a senior enters or leaves a boat.
- When a senior officer is present, do not sit in stern sheets unless asked to do so.
- Seniors are accorded the most desirable seats.
- Always offer a seat to a senior.
- Get into boats before last boat gong—don't make last-minute dash.
- If boat is too crowded and you are junior, catch next boat.
- Haul clear of landings and gangways while waiting.
- Don't cross bows, crowd, or ignore presence of a senior.

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Although social calls ashore in wartime are generally discontinued, an officer joining a ship may wonder whether, in addition to reporting for duty, he should also make the usual visit of courtesy to his commanding officer within 48 hours. In wartime, this depends largely upon the circumstances, as there will be many times, naturally, when the CO has his hands full with more urgent matters and getting the cut of the newcomer's jib has to wait.

In this connection, the executive officer can be your guide, for the normal procedure anyway is to ask the exec when it would be convenient for the captain to receive you.

There are certain differences in phrasing which should be noted: a senior officer sends his "compliments" to a junior ("Admiral Smith presents his compliments to Captain Brown and says," etc.). A junior never presents his compliments to a senior, but sends his "respects." Upon making a call upon a commanding officer, it would be perfectly correct for him to say, "Captain, I came to pay my respects," or to say to the orderly before entering the cabin, "Tell the Captain that Ensign Jones would like to pay his respects."

In written correspondence, the senior officer may "call" attention to something, but the junior may only "invite" it. A junior writing a memorandum to a senior subscribes it "Very respectfully;" a senior writing to a junior may use "Respectfully."

Never offer to shake hands with a senior officer unless he extends his hand first. On the other hand, it is considered good form to offer your hand to officers and men junior to you upon being introduced.

**Etiquette Ashore**

The question is sometimes asked: How do you greet civilians—by the salute, or otherwise?

The military salute is the mark and privilege of the military man. It is used in lieu of tipping the hat to ladies, and it may be used to greet civilian males.

Raising the cap instead is an unmilitary custom, which went out in the civilian service when it was decreed that the salute to flag and to superiors would be the hand salute. Naval Customs, Traditions, and Usage says: "Since standing at attention and rendering the hand salute is the highest respect that one pays the colors or the commander in chief of the Navy afloat or ashore, it should suffice for the meeting with gentlemen or ladies in the open."

The process of getting into an automobile is the same as that of getting into a boat—juniors first in, last out. The junior takes his proper seat, to the left. A lieutenant and a captain getting into an automobile would get in in that order, with the lieutenant taking the seat in the far, or left-hand, corner, and the captain on the right. When they got out, the captain would leave first. (In entering buildings or rooms, however, the junior opens doors for the senior and enters the opening last.)

The junior always walks on the left. The custom of the "right hand rule" is an old one, quaintly expressed by George Washington in his 30th "Rule of Civility," which said: "In walking, the highest place in most countries seems to be on the right hand, therefore place yourself on the left of him whom you desire to honor."

Passing through the halls of a building, you may remove your cap or leave it on, as you choose. The cap is removed, of course, upon entering an office or other room.

The idea of a naval officer carrying bundles was frowned upon in peace-time days. Today two new factors enter the picture. First, it is the Government's desire, under the ODT program, to conserve transportation—to encourage all citizens to carry things...
home themselves and thus save gasoline, rubber and manpower. Secondly, in many instances it is a case of "carry it—or else!" You either lug your laundry home yourself or it doesn't get there. If you think it doesn't look dignified, just think how undignified you can look after several weeks without laundry.

According to Navy Regs, all officers and men shall come to attention "whenever the national anthem is played." However, that has been interpreted to include only actual playing on the spot. If you were walking down a street, passed a radio store and heard The Star-Spangled Banner being broadcast over the radio, you would not be expected to whip to a sudden stop in traffic, face the music and salute. Of course, if you were at a public gathering where the anthem was broadcast as part of the ceremony, that would be different and you would render the required honors.

The occasions when you may be out of uniform ashore are two: when engaged in exercise, and when in your own home with less than three guests present.

**Courtesy to Ladies**

Now that gals come in two styles—civilian and military—the subject of courtesy to ladies may seem a little involved. It needn't be.

In most cases the new questions of courtesy brought up by the presence of women in the Navy, Marines and Coast Guard are simply solved—the rule of military courtesy apply, and rank takes precedence.

Since military courtesy also includes deference to ladies, and since a senior's wish is also an implied command, there may be occasions when a senior male officer will indicate that he prefers courtesy to ladies and refuses to follow the required honors.

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**Walking with a Lady**

When walking with a lady, you give her the same place of honor you would a senior officer—on your right. It has also been a custom for many years for the man to take the outside of the walk, although the reasons for this are by now somewhat outdated.

Back when there was more likelihood of carriages dashing by and splattering you with mud, it was a normal and reasonable courtesy for the man to take the outside and thus provide shelter. It was also a protection to the lady should passing horses rear or buck or swerve in their course.

Although there is no longer such justification for this precaution, the custom has remained, so (as in the elevator case) it is just as well to observe it, rather than withholding a common courtesy. However, since the positions on the outside or on a lady's left are both perfectly correct, there is little need for walking around her heels continually whenever you change course. You will be observing proper courtesy in either position.

When walking with a lady you offer her your arm only when assistance is appropriate, such as when there is a real necessity of assisting her through crowded traffic or over rough ground or other impediment. Usually you do not take her by the arm, but allow her to take yours.

When walking with more than one lady, you have a double problem: stopping off competition, and figuring out where you should be—on the outside, inside, or middle. The traditional school has been that the gentleman does not take the middle position, but remains on the outside.

Again, as the main justification for this went out with the horse-and-buggy, there seems little purpose in continuing it against what is really a more natural human bent—the normal one people always fall into of "divvying themselves up." If there are two men and one lady, let the lady take the middle, where she is equally accessible to both her companions. Similarly, if there are two ladies and one man, let him take the middle position, also.

That's the way you would normally take seats someplace, and it has more human naturalness to it. Also, it avoids the unfortunate preference that arises if, in placing yourself alongside one of two ladies, you simultaneously place yourself as far as possible away from the other.

When walking with women in uniform (upon social rather than military occasions), a different problem comes up. Do you, if you are senior, take the inside or right-hand position? Or do you, as a gentleman, accord that courtesy to the woman? On a social occasion, be a gentleman. Dinner-and-the-movies is no place for rank.

In streetcars and buses, the question of whether you rise and give your seat to a lady is not so much a matter of military courtesy as it is a matter of courtesy, period. It's an easy temptation to remain sitting and say, "Boy, I've put in just as hard a day as she has, and then some." However, as the
Neither the streetcars, the buses nor the Navy will give you a Good Conduct medal for it, but a military man in good health and physical condition looks kind of silly pointing out that women are just as well able to stand up as he is. If that is really true, combat training is being given to the wrong people.

**Forms of Address And Introduction**

Although the military customs generally predominate, there are some slight differences in methods of addressing and introducing military personnel, according to whether you are in military or civilian circles at the time.

Naval officers with the rank of commander or above, in both line and staff, are always addressed and introduced by their titles. Those with rank of lieutenant commander or below are generally addressed and introduced in military circles as “Mr. —.”

Officers of the medical corps are addressed by their titles, if commander or above, while those of the rank of lieutenant commander or below are
addressed as “Dr. —.” (However, if a senior officer of the medical corps prefers to be addressed as “Dr.” rather than by his military title, such preference should, of course, be honored.)

All chaplains are properly addressed as “Chaplain,” regardless of their rank.

A captain or commander of the Women’s Reserve and the Navy Nurse Corps should be introduced by title, but thereafter may be addressed as “Miss (or Mrs.) Jones.” Below the rank of commander, “Miss” or “Mrs.” is used for both introduction and address. When the marital status of a Wave or Nurse officer is not known, use the title of her rank in addressing her.

Officers of the United States Public Health Service, of whatever rank, are addressed and introduced as “Dr.—” if they are either M.D.s or dentists, and as “Mr.—” if they are in the sanitary engineer branch.

A chief warrant officer or warrant officer is never addressed as “chief.” He is always called “Mr.—.” A midshipman is also addressed and introduced as “Mr.—.”

In general, it is preferable to call a senior by his title and name: that is, Commander Doe, Mr. Doe, etc., rather than by the impersonal “Sir.” In prolonged conversation, where the repetition of this would seem forced or awkward, the shorter “Sir” is naturally used more often.

The correct response to a question from a Women’s Reserve officer is “Yes, lieutenant” or “Yes, Miss Brown.” The Navy Department has not authorized the use of “Ma’am” or “Sir” in addressing officers of the Women’s Reserve.

In any naval organization there is only one “Captain” (the regularly assigned commanding officer) and only one “Commander” (the regularly assigned executive officer) who may be addressed as “Captain” and “Commander” without appending their name.

That, at any rate, is the way it would be if everyone went according to the book. In actual practice, the use of “Captain” or “Commander” without the name is frequently heard ashore, where more of those ranks are regularly encountered than would normally occur on any ship.

Addressing a lieutenant commander as “Commander,” for short, has no foundation in naval etiquette nor should it be mistakenly used as a form of courtesy to the officer concerned. In this, Navy usage differs from Army, where a lieutenant colonel may be addressed as “Colonel.”

However, these Army and Navy titles differ in origin and purpose. The Army title of lieutenant colonel is not, as the compound might seem to indicate, a bridge between the ranks of lieutenant and colonel; actually, the rank comes between major and colonel. The emphasis therefore is on the latter half of the title. The word “lieutenant” comes from two French words, lieu, place of, and tenant, holding, so that a lieutenant may be regarded as one who may hold or take the place of another.

The Navy’s title of lieutenant commander came about in an altogether different way. While it is in a sense a bridge between the ranks of lieutenant and commander, as its name indicates, it is a bridge with the heavier part of its foundation on the lieutenant side of the river.

The title was introduced in the United States Navy in 1862 with the reorganization of the service. Previous to this time, all lieutenants in command of smaller men-of-war were called “lieutenant commanding,” and so signed themselves. From this was derived the title of “lieutenant commander.”

Since many, in addressing a lieutenant colonel, are accustomed to using
the shorter form of “Colonel,” it is understandably easy to fall into the same habit with the rank of lieutenant commander. The practice, nonetheless, is not the correct one. The only time you may address a lieutenant commander as “Commander” is when he is the regularly assigned executive officer.

A naval officer is introduced to civilians, and the method of introduction should give the cue as to how he should be addressed from then on. If you were introducing an officer below the rank of commander, you might say, “This is Lieutenant Jones. Mr. Jones is an old shipmate of mine.” This serves a double purpose: it gives the civilian to whom you are introducing an officer knowledge of the naval man’s rank, in the event he does not know it, and it also “tips” him off as to the correct method of address—“Mr. Jones.”

With Women’s Reserve and Navy Nurse Corps officers, the procedure is similar, except that with all ranks you would use “Miss” or “Mrs.” after introducing them by title. As many people are not familiar with all Navy rank insignia and corps devices, it’s usually a good idea to let an introduction, however brief, be reasonably informative. A lieutenant in the Navy Nurse Corps might be introduced by saying, “This is Lieutenant Johnson. Miss Johnson is in the Navy Nurse Corps here.” With a Wave, “This is Lieutenant Commander Jones. Mr. Jones is on duty at the Navy Department.” (Of course, in being informative, don’t reveal security information.)

The Navy today is a cross-section of America. Some of the Best People are also the best seamen. In the same family, one man may be a machinist’s mate and his brother a lieutenant. The ensign’s sister is a Wave yeoman, and so on. General Pershing holds the highest U. S. military rank, General of the Armies, but his son entered this service as a private. Your own Secretary of the Navy entered the last war as a seaman second class.

So, while the distinction between officer and enlisted personnel still exists in all formal and official relations, it does so less and less in nonmilitary relationships.

Military and civilian practices differ in introducing and addressing enlisted personnel. Under military conditions, enlisted personnel are known by their last names. That is the customary and expected procedure. But in a social gathering, civilians would feel unnecessarily curt in addressing any enlisted man or woman by last name alone. Few hostesses would feel comfortable engaging a visiting Wave yeoman in small talk by saying, “Well, Hepplewhite, what do you think of the Dodgers’ chances?”

It is customary therefore for those outside the service to extend to an enlisted man or woman the same courtesies they would naturally have extended to them in civil life, and to prefix their name with “Mr.” “Miss” or “Mrs.” as the case may be. In introducing them, one procedure might be to give the rating and name, then the mode of address, as in, “This is Machinist’s Mate Smith. Mr. Smith will be visiting us for a while.”

On the other hand, a procedure which has greater simplicity is that generally used with enlisted personnel of the Army, introducing them by rank rather than by specialty: “Sergeant Jones,” “Corporal Smith,” “Private Hargrove,” and so on. The nearest equivalent in Navy terminology would be the term “petty officer,” and this could be used to provide a simple method of introduction: “This is Petty Officer Jones.” Below petty officer, you would say, “This is Seaman Jones” or “Fireman Jones.” Both would therefore be addressed as “Mr. Jones.”

To be realistic about it, most introductions, of course, occur on a good deal less formal basis than in the books anyway, and it’s likely to go: “Mary, this is Bob Johnson, who was in the same ship with me.”

**Quarterdeck Etiquette**

Unlike wardroom etiquette (which follows next), quarterdeck etiquette has not had many changes during the war. All officers and men, upon reaching the quarterdeck, either from a boat, from the shore, or from another part of the ship, salute the national ensign. If the ensign is not hoisted this salute is tendered only when leaving or coming on board ship.

In making the salute, which is entirely distinct from the salute to the officer of the deck, the person making it stops at the top of the gangway or upon arriving at the quarterdeck, faces the colors and renders the salute, after which the officer of the deck is saluted. In leaving the quarterdeck the same salutes are rendered in reverse order. The officer of the deck

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**HOW TO ADDRESS AND INTRODUCE NAVAL PERSONNEL**

<table>
<thead>
<tr>
<th>Person addressed or introduced:</th>
<th>TO MILITARY PERSONNEL</th>
<th>TO CIVILIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduce as:</td>
<td>Address as:</td>
<td>Address as:</td>
</tr>
<tr>
<td>NAVAL OFFICER (Comdr. or above)</td>
<td>&quot;Captain&quot; or (appropriate rank)</td>
<td>&quot;Captain Smith&quot;</td>
</tr>
<tr>
<td>NAVAL OFFICER (Lt. Comdr. or below)</td>
<td>&quot;Mr. Smith&quot;</td>
<td>&quot;Lt. Comdr. Smith&quot;</td>
</tr>
<tr>
<td>WOMEN'S RESERVE OFFICER (Comdr. or above)</td>
<td>&quot;Commander Smith&quot;</td>
<td>&quot;Commander Smith&quot;</td>
</tr>
<tr>
<td>WOMEN'S RESERVE OFFICER (Lt. Comdr. or below)</td>
<td>&quot;Miss&quot; or (Mrs.) Smith</td>
<td>&quot;Miss or Mrs. Smith&quot;</td>
</tr>
<tr>
<td>MEDICAL CORPS OFFICER (Comdr. or above)</td>
<td>&quot;Commander Smith&quot;</td>
<td>&quot;Commander Smith&quot;</td>
</tr>
<tr>
<td>CHAPLAIN CORPS OFFICER (Lt. Comdr. or below)</td>
<td>&quot;Miss&quot; or (Mrs.) Smith</td>
<td>&quot;Miss or Mrs. Smith&quot;</td>
</tr>
<tr>
<td>NAVY NURSE CORPS OFFICER (Comdr. or above)</td>
<td>&quot;Commander Smith&quot;</td>
<td>&quot;Commander Smith&quot;</td>
</tr>
<tr>
<td>NAVY NURSE CORPS OFFICER (Lt. Comdr. or below)</td>
<td>&quot;Miss&quot; or (Mrs.) Smith</td>
<td>&quot;Miss or Mrs. Smith&quot;</td>
</tr>
<tr>
<td>U. S. PUBLIC HEALTH SERVICE OFFICER (M.D. or dentist)</td>
<td>&quot;Dr. Smith&quot;</td>
<td>&quot;Dr. Smith&quot;</td>
</tr>
<tr>
<td>U. S. PUBLIC HEALTH SERVICE OFFICER (Sanitary Engineer)</td>
<td>&quot;Mr. Smith&quot;</td>
<td>&quot;Mr. Smith&quot;</td>
</tr>
<tr>
<td>COMMISSIONED WARRANT OFFICER</td>
<td>&quot;Mr. Smith&quot;</td>
<td>&quot;Mr. Smith&quot;</td>
</tr>
<tr>
<td>MIDSHIPMAN</td>
<td>&quot;Mr. Smith&quot;</td>
<td>&quot;Mr. Smith&quot;</td>
</tr>
<tr>
<td>WARRANT OFFICER</td>
<td>&quot;Mr. Smith&quot;</td>
<td>&quot;Mr. Smith&quot;</td>
</tr>
<tr>
<td>CHIEF PETTY OFFICER</td>
<td>&quot;Chief Machinist's Mate Smith&quot;</td>
<td>&quot;Chief Machinist's Mate Smith&quot;</td>
</tr>
<tr>
<td>AVIATION CADET</td>
<td>&quot;Aviation Cadet Smith&quot;</td>
<td>&quot;Aviation Cadet Smith&quot;</td>
</tr>
<tr>
<td>PETTY OFFICER</td>
<td>Use name and rate.</td>
<td>&quot;Gunner's Mate Smith&quot; OR &quot;Petty Officer Smith&quot;</td>
</tr>
<tr>
<td>SEAMAN</td>
<td>&quot;Seaman Smith&quot;</td>
<td>&quot;Seaman Smith&quot;</td>
</tr>
</tbody>
</table>

**NOTES:**
1. When not in uniform (as in peacetime, or in Social affairs) a captain or lieutenant would be introduced as "of the Navy" to distinguish his rank from the similar-sounding Army one.
2. A suggested form of introduction is: "This is Lt. Comdr. Smith. Mr. Smith is now stationed here." This indicates both (a) the officer’s rank and (b) how to address him.
3. If a senior officer of the Medical Corps prefers to be addressed as "Dr.," such preference should be honored.
4. In cases where you had reason to believe the Dr.'s insignia might not be recognized, it would be correct to add: "of the Public Health Service" in introducing him.
WARDROOM ETIQUETTE

DON'T

- Enter or lounge in wardroom out of uniform.
- Sit down to meals before presiding officer sits down (exception: breakfast).
- Loiter in wardroom during working hours.
- Be boisterous or noisy in wardroom.
- Wear a cap in wardroom (especially when your shipmates are eating).

DO

- Get to meals on time, unaccountably late, make apologies to presiding officer.
- Ask to be excused if you must leave before meal is over.
- Pay mess bills promptly.
- Avoid discussion at mess of religion, politics, ladies.
- Become known, not for "sticking your neck out" but as "a good listener".

*Modifications of wardroom etiquette due to wartime conditions are covered at length in another article.*

returns both salutes, and it is his duty to require that they be properly made.

The commanding officer clearly defines the limits of the quarterdeck to embrace as much of the main or other appropriate deck as may be necessary for the proper conduct of official and ceremonial customs.

The etiquette of the quarterdeck should be strictly enforced by the watch officer. For officers and enlisted men alike, it requires adherence to these rules:

1) Avoid appearing on the quarterdeck out of uniform.
2) Never smoke on the quarterdeck.
3) Avoid putting hands in pockets (especially on the quarterdeck).
4) Avoid horseplay on the quarterdeck.
5) Never walk on the starboard side of the quarterdeck unless invited by the admiral or the captain.
6) Don't engage in recreational athletics on the quarterdeck unless it is sanctioned by the captain, and then only after working hours.

The starboard gangway to the quarterdeck is used by all commissioned officers, warrant officers and their visitors; the port gangway is used by all others. If the construction of the ship or other circumstances make a change in this rule expedient, the change may be made at the discretion of the commanding officer. In heavy weather, the lee gangway is used by everyone.

Wardroom Etiquette

The whole subject of wardroom etiquette has undergone so many changes due to the exigencies of war and battle that perhaps the best approach would be, in the interest of completeness, to take up the generally prevailing rules of wardroom etiquette as they would be under peacetime conditions, and then to show some of the variations that have been brought about by war.

The wardroom is the commissioned officers' mess and lounge room. The main peacetime rules of its etiquette were:

1) Do not enter or lounge in the wardroom out of uniform.
2) Don't sit down to meals before the presiding officer does. (Exception: breakfast.)
3) If necessary to leave before the completion of the meal, ask to be excused.
4) Always introduce guests to all wardroom officers, particularly on small ships.
5) Never be late for meals. If you are unavoidably late, make your apologies to the presiding officer.
6) Do not loiter in the wardroom during working hours.
7) Avoid wearing a cap in the wardroom, especially when your shipmates are eating.
8) Avoid being boisterous or noisy in the wardroom.
9) Don't talk “shop” continuously.
10) Pay mess bills promptly.
11) Gambling or drinking on board ship is a general court-martial offense.
12) Remember that the more experienced officers in the mess will respect a frank admission of ignorance, but that they will soon “have your number” if you assume a presumptuous attitude and continually make blunders.
13) The Lord loveth a cheerful giver, but the wardroom cherishes a good listener.

One of the oldest mess customs is that religion, politics and women should not be discussed.

The executive officer is the president of the mess. Navy Regulations prescribe the seating arrangement: Officers are assigned permanent seats at the table; alternately, in the order of rank, to the right or left of the presiding officer, except that the seat opposite that of the presiding officer is occupied by the mess treasurer.

(Second ranking officer sits to the right of the presiding officer, third to the left, etc.)

So much for life up to 7 Dec. 1941.

Today, in many cases, the routine of the wardroom is vastly different. Regular mealtimes go out the window when you’re at General Quarters. If before eating you waited for the presiding officer to sit down, you’d get weak around the knees, for many times the presiding officer will be topside at opposite that of the presiding officer, except that the seat of rank, to the right or left of the presiding officer, except that the seat of rank among the various shifts, for the same reason.

In peacetime, wardroom etiquette may go back to “the book” again but for the duration common sense and necessity have made a few changes.

**Boat Etiquette**

1) Unless otherwise directed by the senior officer present, officers enter boats in inverse order of rank (juniors first) and leave in order of rank (juniors last).
2) Always stand and salute when a senior enters or leaves a boat, unless you are an enlisted man and there is no officer or petty officer in charge to render the honors.
3) When a senior officer is present, do not sit in the stern sheets unless asked to do so.
4) The seniors are accorded the most desirable seats.
5) Always offer a seat to a senior.
6) When leaving ship, get in the boat a minute before the boat goes, or when the OOD says the boat is ready—don’t make a last-second dash down the gangway.
7) If the boat is crowded, and you are junior, get off and get on the next one.
8) Juniors show deference to seniors by not crossing the bows of their boats, crowding them or ignoring their presence.
9) A landing over another boat should not be made without permission, and permission to do so is not asked if it can be avoided.

**Finale**

Even Mark Twain, who was no lover of things military, had one of his characters say: “Army is a proud burden and a man stands straight in it.”

And while observance of military courtesy will not of itself necessarily earn anyone Chaucer’s brief but famed accolade: “He was a verray perfit gentil knight,” on the other hand, it is not incompatible with the qualities of a first-class fighting man, as the record of American naval heroes will show.

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**I WITNESS**

BY SGT. JOHN B. T. CAMPBELL JR., Marine Corps Combat Correspondent

SAIPAN, Marianas Islands—We could see the greatest task force in the history of the Pacific belting away at the island with guns and planes, and some of us weren’t too far away from feeling sorry for the Japs. We’ve got over those notions now.

The Jap controlled the high points on this island. He knew the terrain perfectly and could observe our dispositions, down to a gnat’s eyelash. He waited, except for casual firing, until we had landed and parceled out our casualties. This took until nightfall, and then he opened up on us with concealed guns—some of which are thought to be eight-inchers.

I found a foxhole and was settling into it when a tired-looking youngster came along and asked if he could get into it, too.

There wasn’t really room, but at a time like this a man likes company more than comfort and I made him welcome. He turned out to be a hospital apprentice from Kansas City, Mo. It’s a fine thing to have a hospital apprentice for a bunk mate on such a night as this turned out to be.

All night long, the Japs pitched shells into our position, doing a lot of damage to equipment and killing and wounding men.
On Thinking the War Is Over

From the recent great victories of the Allies, and from the increasing emphasis of post-war planning, it might seem easy enough to conclude that for all practical purposes the war is over. However, without gainsaying the victories and without denying the planning, it is not only wrong but dangerous to believe that final victory is imminent.

The truth of the matter is simple: Victory will come at the moment the Germans and Japanese decide to surrender unconditionally — but that has been true from the beginning, and from a military standpoint the end is not yet in sight. There will be long campaigns to plan, much hard work and many casualties before the victory is won. The triumphs of the moment are impressive and important, but not yet conclusive. We know from bitter, costly experience that the enemy is skillful, resourceful and tenacious; until he actually lays down his arms we cannot say the war is over.

As for the post-war studies and planning now under way it does not necessarily follow that, because they are being undertaken now, they portend an immediate end of fighting. To interpret this planning in such a light is wishful thinking indeed. These plans are only evidence that we recognize that the war will be over, and victoriously so, sometime. It is not only sensible but necessary that plans be made. But they should not be misinterpreted to mean more than the confidence of ultimate victory and the intelligent assurance that those who make the victory possible shall not be defeated by the problems of peace.

No, the war is not yet over, and wishing or misreading the signs will not make it so. The only way we can win is to get up steam and fight, and the closer victory comes the harder we must fight to bring it to us sooner.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. It is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

LEAVE AND TRAVEL TIME

Sir: In your July issue, the question "What is the rule about days allowed for travel time?" was answered: "They do not count as leave. For details, see Articles 1727, "Naval Personnel"." I have read over carefully referenced articles and find nothing in it which states that travel time does not count as leave. It has always been my belief that a man away from his station and duty on authorized absence is on leave, I respectfully refer you to Article 1727, Navy Regulations, which in the case of an officer states, "The time required for an officer to travel to and from the place where his leave is spent shall be considered as leave and shall be included in the report of days absent. Also, in the Navy the transfer form, under Special Instructions, it states, "LEAVE; days leave and travel time does not count as leave."—R. B. B., La Conner, WA.

No Santa Claus

Sir: Is it true that officers on active duty prior to 1 June 1942, receive six months' base pay upon returning to civil life?—R.F.M., IA., U.S.N.

No, there is no such provision of law. However, such service may be of benefit to the type you mention. Its provisions were covered in the Information Bulletin, March 1944, p. 70.—Ed.

Four-star admirals

Sir: I understand that the U.S. Navy has had only three full, permanent four-star admirals, namely Admiral King, Admiral Leahy, and Admiral Nimitz. Some four-star admirals have been made during the last year. Please advise.—A.R.B., C.P.H.

There have been only three officers of the Navy assigned permanent rank above four-star (Continued on page 60)
The War

On nearly every fighting front—on land, at sea and in the air—the Axis continued on the defensive last month.

As U.S. forces completed their conquest of Saipan and landed on Guam, potential stepping stones to the Philippines or to Japan itself, powerful Allied armies advanced upon Germany from three directions. As U.S. warships roamed Far Eastern waters at will, bombarding Japanese defenses almost with impunity, Allied bombers continued to rain thousands of tons of explosives daily on Hitler’s fortress from bases in England, Italy and Russia. As Jap Premier Tojo and his entire cabinet resigned in the midst of what he himself called an “unprecedented great national crisis,” Hitler announced that he had been burned and bruised by a bomb planted by one of his own officers.

Saipan, in the Mariana Islands, gives us a sea and air base only slightly farther from Tokyo than Chicago is from New York. The Japs learned what that may mean when Army B-29s, paying a second visit to their homeland on 8 July, dumped bombs on the naval base at Sasebo and the steel center of Yawata.

Jap dead were still being buried on Saipan when, on 20 July, U.S. marines and Army troops hit the beaches on Guam under cover of a pulverizing aerial and warship bombardment.

Spearhead of our operations in the Western Pacific was Task Force 58, which in six weeks battered Japanese defenses with the longest sustained sea-air assault in naval history. Its carriers and other warships first

U.S. Forces Capture Saipan, Invade Guam as Allies Press Three-Way Drive on Nazis

struck at Saipan, Guam and Tinian on 10 June. Three days later they suddenly appeared off the Bonin and Volcano Islands, 500 miles southeast of Japan proper, where they neutralized enemy bases. Five days later Task Force 58 tangled with the Japs west of Guam and destroyed 402 enemy planes in one day. The following day, 19 June, its divebombers and torpedo planes located a large Japanese fleet fleeing toward the Philippines and before nightfall had sunk two carriers and two tankers, and severely damaged a dozen other vessels.

Just three days later Pagan Island
than 19,000 enemy dead were buried
completed the conquest of Saipan. More
fired fury on tanker and more than eight cargo
sailed, Supreme Allied Commander in Southeast Asia, after a joint U. S.-British naval
task force struck a heavy blow on Sabang in northern Sumatra.

During this rampage in the Far East, Task Force 58 destroyed 767 planes, probably destroyed 15 more, sank two carriers, four destroyers, five tankers, 13 cargo ships, six escort vessels and one transport. It damaged three carriers, one battleship, three cruisers, seven destroyers, three tankers and more than eight cargo ships. The U. S. force lost 167 aircraft, but rescued 85 pilots; two of its carriers and one battleship were superfically damaged.

Meanwhile, land forces had completed the conquest of Saipan. More than 19,000 enemy dead were buried and 1,460 Japs were captured. Secretary of the Navy James Forrestal described Saipan as "a prize of the first magnitude," which brought the war in the Pacific to a new phase. Our losses were 2,259 killed, 11,451 wounded and 1,213 missing.

U. S. naval forces in the Marianas next turned their fiery fury on Guam, which is 10 miles longer and three miles wider than Saipan and has an excellent harbor at Apra. Gunfire from Pacific Fleet battleships, cruisers and destroyers supplemented daily raids by our carrier planes on this former American outpost which the Japs had overwhelmed in the first week of the war.

As the bombardment went into its 17th straight day our landing craft poured marines and Army troops ashore north and south of Afra. The amphibious strike was described as the smoothest of the Pacific war, with opposition moderate on the beaches but stiffer as the invaders drove inland.

The Allied drive toward the Philippines in the Southwest Pacific moved ahead when American troops landed on Noemfoor Island, 100 miles west of Biak, and captured the key Kamiri airfield one hour and 51 minutes later without much opposition. On a 1,000-mile front, from the Solomons to the Netherlands Indies, Allied aircraft and light naval patrols were sinking or heavily damaging Jap vessels at a rate of better than 10 a day. During the 30-day period ending 14 July, 304 craft ranging from power barges to a 10,000-ton tanker were sunk or damaged.

Even in China, where the Japanese scored their only successes in June, their steam-roller advance down the Hankow-Canton railway was brought to a halt by a strong Chinese counterattack. The Chinese, supported by our air forces, broke out of the ring at Hengyang and seemed to be failing efforts of the Japanese to regroup and strike back.

In the China-India-Burma sector, the British captured Ukhrul in India and pursued the Japs back across the Burma border. Two Chinese armies in Burma joined forces seven miles west of Moguang, clearing 300 miles of the new Ledo supply road to China. Japan's European partner, meanwhile, was feeling the full weight of Allied armed might from three sides. After capturing Cherbourg on 26 June, the American 1st Army launched an offensive on a 30-mile front which slowly pushed the Nazi back from the base of the Cherbourg peninsula. The British and Canadians took Caen after a 33-day struggle and by 20 July were punching slowly forward in the general direction of Paris, 110 miles away.

It was announced that Allied naval losses in connection with the Normandy invasion were 15 ships—three U. S., one Norwegian and two British destroyers; a U. S. destroyer escort, a transport, a fleet tug and a minesweeper; three British frigates and two auxiliaries.

Heavy bombers continued and stepped up their pounding of occupied Europe, concentrating on oil refineries, plane factories and the German rocket coast. General Arnold, commanding general of the U. S. Army Air Forces, estimated that blows against German oil centers had reduced the supply to 30% of normal. He revealed that the oil shortage had become so acute that the Nazi mechanized forces were being rationed.

Robot bombs continued to deal death and destruction to civilians in the London area despite Allied counter measures. Prime Minister Churchill announced on 6 July that these "doodlebugs" had killed 2,752 persons and injured about 8,000. An average of one person was killed for every robot bomb launched.

**CASUALTY FIGURES**

Casualties among naval personnel through 20 July totaled 49,188.
Totals since 7 December 1941: Dead Wounded Missing* Prisoners* Total
U. S. Navy........ 15,646 6,239 8,589 2,524 32,780
U. S. Marine Corps 4,897 4,469 49,188
U. S. Coast Guard 313 175 230 0 748

Total ............ 20,886 14,556 9,477 4,469 49,188

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.
In the east the Russians launched their promised full-scale offensive on 23 June. In four days they had liberated 1,700 places, captured Vitebsk and Zhlobin and were within 34 miles of the old Polish border. On the 11th day of their offensive they had driven back the Nazis 165 miles, taken Minsk and killed or captured 218,000 Germans. In 22 days the Red Army had advanced 265 miles, an average of about 12 miles a day. On 19 July they crossed the 1941 Soviet-German border.

A Red Army thrust through the Baltic states threatened to encircle about 30 German divisions in Estonia, Latvia and Lithuania, and there were some signs that the Nazis planned to withdraw from the whole area. Capture of Grodno on 16 July opened the way for an advance into East Prussia, only 45 miles away.

The Germans' resistance stiffened in Italy as they backed up to their next defense line near Florence. The 5th Army took Cecina on 2 July in one of the stiffest battles since the occupation of Rome. French troops celebrated Bastille Day by capturing the important center of Poggibonsi, 21 miles southwest of Florence. The British 8th Army seized Arezzo, commanding four important roads leading northward. On 19 July came the fall of Leghorn, great Italian port and naval base.

Behind the fronts, too, there were signs of trouble for the Nazi leaders: a plot, as Hitler himself described it, "to remove me and . . . virtually to exterminate the German High Command." By radio he assured the people that he had not been seriously hurt by a bomb set off at his headquarters by an army colonel, and laid the plot to "an extremely small clique" of officers. From other sources came reports of widespread dissention among German military and political leaders, of mutinies within the armed forces, of wholesale arrests and executions.

U.S. submarines in the Pacific continued to take a heavy toll of Japanese shipping. The Navy announced on 5 July that 17 more Jap ships had been sunk, and on the same day the British Admiralty reported its submarines had sunk nine more in Far Eastern waters. Fourteen additional sinkings by U.S. subs were announced on 19 July.

Nazi U-boats, on the other hand, were having tough sledding in the Atlantic. Without giving any figures, President Roosevelt and Prime Minister Churchill announced on the 9th that ship losses to undersea raiders "reached almost the lowest figure of the entire war" during June.

On every far-flung battlefront the war seemed to be entering a decisive phase, with the Allies on the threshold of the enemy's inner fortresses.
Navy News

- The USS Wisconsin, believed to be the mightiest battleship in the world, was commissioned only 18 weeks after she was launched and is now in action. It was delivered last month. In peacetime it usually requires a year after a battleship has been launched to place her in commission. In contrast, the USS Iowa was commissioned in 23 weeks and the USS New Jersey in 24 weeks. Both are sister ships of the 45,000-ton Wisconsin, but improvements added during construction make the Wisconsin more powerful. She mounts an improved 16-inch gun and more than 125 antiaircraft guns of varying size.

- More than 320 persons, most of them enlisted naval personnel, were killed on 17 July in a double explosion which shattered two munitions ships that had been loaded at the Naval Magazine, Port Chicago, Calif. The blast, one of the most disastrous in the nation's history, caused damage estimated at $5,000,000, excluding the value of the thousands of tons of munitions blown up. A Coast Guard crash boat and a fire barge also were destroyed and a tanker damaged. Every building within a radius of two or three miles was razed or damaged.

- Composite Squadron 1, first aircraft squadron to operate from an escort carrier against U-boats and one of the most successful of the sub-killer groups, was disbanded recently after establishing an outstanding record. As a unit of the USS Card task group, its flyers shared in the Presidential Unit Citation awarded last fall for sinking or damaging more subs than any other team in naval history.

The squadron was organized in April 1941 and operated from the USS

- Admiral Robinson Arthur G. Robinson, USN, last month relieved Rear Admiral Walter S. Anderson, USN, as president of the Board of Inspection and Survey. Admiral Anderson will become commandant of the Gulf Sea Frontier and commandant of the 7th Naval District. Admiral Robinson has been commandant of NOB, Trinidad, B.W.I.

- The Board of Inspection and Survey, authorized strength from 3,006,000, the previously authorized figure, which now has been reached, to 3,888,000, a total increase of 882,000. The additional personnel will be procured from civilian sources. It involves no increase in the number of officers and officer candidates previously authorized.

- Additional personnel are essential to keep pace with the acceleration of operations in the Pacific theater. Men who might not have been needed until late next year must now be drawn into service between October 1944 and July 1945 to assure successful operations on the revised timetable. For the first part the additional personnel are needed for manning new amphibious craft and auxiliary vessels going into commission next year.

- The 75,000th landing by an airplane on the USS Saratoga, the Navy's largest and oldest aircraft carrier, was made recently. Sixteen years have passed since Lt. Comdr. (now Vice Admiral) Marc A. Mitscher, USN, landed the first plane on the Saratoga's deck.

- Air Group 12, one of the Navy's hardest hitting aggregations of flyers, is home for rehabilitation and reassignment after more than a year's combat duty in the Pacific. The group's fighters, divebombers, and torpedoes planes destroyed 102 enemy planes, damaged 78, sank 164,500 tons of shipping and damaged another 198,500 tons, from Guadalcanal to the Indian Ocean. Commanded by Comdr. Joseph C. Clifton, USN, Air Group 12 participated in the Gilberts' invasion, roved the Marshalls for 25 days, covered the landings on Eniwetok and joined with the British to attack Sabang and Surabaya in the Netherlands Indies.

- Rear Admiral A. Stanton Merrill, USN, who won the Navy Cross and the Legion of Merit while commanding a South Pacific task force, has assumed his new duties as the Navy's Director of Public Relations. He relieved Capt. Leland P. Lovette, USN, whose new assignment has not yet been announced. Capt. Lovette recently returned from a special mission in connection with the Allied invasion of France.
After 20 months of duty in the Mediterranean theater, during which time they participated in two amphibious operations and were stationed in 27 different localities, the officers and men of the 120th Construction Battalion have been returned to the U.S. under the special rotation policy for CBs of rotation by battalions. Formed in the field from the second sections of the 17th and 53rd Battalions, the 120th developed airfields in Africa and built camps, hospitals, ammunition dumps and many other types of installations at Casablanca, Algiers, Fedala, Port Lyatay, Oran, Bizerte, Arzew, Mostaganem, Agadir, Salerno and Palermo. The battalion will have a well-earned 30-day leave before tackling its next assignment.

A court of inquiry to investigate the circumstances connected with the Japanese attack on Pearl Harbor has been ordered by Secretary of the Navy James Forrestal, in compliance with a joint resolution adopted by Congress. The court convened at Washington on 17 July. Admiral Orin G. Murfin, USN (Ret), is president of the court of inquiry, and the other two members are Admiral Edward C. Kalbfus, USN (Ret), and Vice Admiral Adolphus Andrews, USN (Ret). Comdr. Harold Biesemeier, USN, is judge advocate.

For the first time, a woman of the naval service is to have a combatant ship named in her honor. A new destroyer under construction at the Bath Iron Works, Bath, Me., will be named for the late Mrs. Lenah S. Higbee, first superintendent of the Navy Nurse Corps. Mrs. Higbee was one of the four women to win the Navy Cross—and the only woman to receive it while still alive. She was honorably discharged at her own request in 1922 and died 10 Jan. 1941. One other combatant ship, the revenue cutter Harriet Lane, used in the Civil War, was named for a woman, the niece and official hostess of President James Buchanan. The Navy, however, has numerous auxiliary ships bearing feminine names.

Three Jap planes were shot down within 30 seconds recently by Lt. Comdr. Robert A. Winston, USN, of New York City, skipper of the “Meat-axe” fighter squadron. The action occurred off Palau when he attacked a division of three divebombers which had separated from the main Japanese formation. Starting with the plane nearest him, he poured .50-caliber slugs into one Jap plane after another, and each fell in flames after a quick burst. Lieutenant Commander Winston formerly was aviation assis-

tant to the Director of Public Relations in Washington, and has written three books and numerous magazine articles on aviation.

Refusing to abandon his disabled Catalina flying boat, a Navy pilot finally got it back to base in the South Pacific after a 100-mile surface trip under its own power and by tow. Lt. Lloyd E. Sloan, USNR, of Mission, Tex., made a successful water landing at night to rescue a downed flyer in St. George Channel, between New Britain and New Ireland, but a big wave ripped the propeller from the starboard engine. Determined to save his plane, Lieutenant Sloan fought for 5½ hours to keep it from drifting toward the enemy-held shore only a mile and a half away. Contact then was made with two PT-boats, and they towed the plane for 16 hours until they reached the seaplane base.

Four Navy enlisted men in a special beech unit won a $5 bet and captured 15 Germans during the first 24 hours of the assault on Normandy. They found an undamaged pillbox which appeared to be deserted. Army men fired a couple of shots down the pillbox ventilator, and then left, one of them betting a sailor that the place was abandoned. Finding a demolition kit, the Navy men blasted open the pillbox door and when the smoke cleared away a German officer stepped out, followed by 14 men. They were disarmed and marched two miles to a stockade. Two days later the Navy men met the Army bettor and collected the $5. “Here’s your dough, sailor,” said the loser. “I never was so glad to lose a bet in my life.”

To clarify policies regarding selection of applicants to fill advanced school quotas, BuPers has announced it does not consider practical the establishment of separate facilities and quotas for those Negroes who qualify for advanced training. No discrimination as to race will be allowed to influence the nomination of candidates for advanced school training; when Negro personnel are qualified, they will be given the same consideration as white personnel and will be assigned to schools in the same manner and on the same basis. This policy is stated in BuPers Circ. Ltr. 194-44 (N.D.B., 15 July 1944, 44-813).

A main turbine engine rotor, weighing 10,000 pounds, was carried by air recently from New York to the Canal Zone by Naval Air Transport Service to replace a damaged rotor in a War Shipping Administration tanker carrying fuel oil to Task Force 58. After a nine-hour layover, the damaged rotor was flown back to be repaired and installed in a new tanker. On the round trip the NATS plane, a Douglas
four-engine Skymaster cargo transport, flew 5,000 miles in 26 hours and 40 minutes, an average of better than 185 miles an hour. Only one stop was made, for fuel, each way.

• After eight months of action in the Pacific, Air Group 23 has been returned for rest and reassignment. Called the “Sun Setters,” the group destroyed or damaged 81 Jap planes, sank or damaged 28 vessels, and helped establish the worth of the light carrier in the fleet. Air Group 23 operated from one of the CVLs, carriers built on hulls designed for a class of light, fast cruisers and not to be confused with the CVEs, small carriers converted from merchant ship hulls. Airmen from a light carrier usually combine with the larger air

sible of fulfillment. Up to 70 hours a week, including 10 hours on Sunday, became the schedule for many workers engaged in building landing craft. A million workers in 74 shipyards and 30,000 mills, foundries and machine shops participated.

Because the coastal shipyards were busy with naval and Maritime Commission construction, it was necessary to organize and develop inland shipyards. Production has gradually risen until as many landing craft are being built in one month now as in a whole quarter previously.

The program embraces various types—form the rubber boats padded by scouts and raiders up to the LSD (landing ship, dock), half again as long as a football field and capable of carrying complete Army units. The “Elsie” fleet has now reached a tonnage approximating that of the entire merchant marine of the U. S. before the war.
bounds was sentenced to solitary confinement by a deck court; Jennie the Deer and Elmer the Bear still are fast friends after two years as co-mascots of NAS, Astoria, Ore., despite the fact that Jennie is given liberty while Elmer is kept chained; Nanny (you guessed it—she's a goat), the gift of a friend, became mascot of firemen in D Regiment at Camp Peary, NTADC, Williamsburg, Va.; Mopsy, canine mascot of cooks and bakers of the 859th CB maintenance unit, gave birth to nine pups.

- The flag of the Lone Star State whips the breeze along with Old Glory and the 99th CB pennant deep in the heart of the Pacific. Reason: The 99th was "adopted" by Texas. Men of the 99th are the ones Admiral Nimitz referred to when he said: "It is rumored that they contemplate building a tunnel under the Pacific to Tokyo in order to be even closer to the shooting."

- Terminal Topics, weekly publication of NAS, Terminal Island, Calif., used a photograph of movie star James Craig, autographed "Best wishes to the girls at NAS," as the front cover. Under the photograph was the caption: Pin-Up Boy No. 1. To the men on the station, the Topics editor explained in the same issue: "The women ganged up on me and demanded it in a recent survey . . . Confidentially, men, it won't happen again."

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### The Home Front

Republicans and Democrats have chosen their standard bearers for the 1944 general election on 7 November. Meeting in Chicago during the last week in June, the Republicans nominated Gov. Thomas E. Dewey of New York for President and Gov. John W. Bricker of Ohio for Vice President. The Democrats met in Chicago three weeks later and nominated Franklin D. Roosevelt for reelection, with Senator Harry S. Truman of Missouri as their candidate for Vice President.

- Distilleries will have a "holiday" from war production during August in order to turn out beverage alcohol. It is estimated that they will add about 60,000,000 gallons of alcohol to the nation's dwindling liquor supply. The War Production Board granted permission for the resumption of liquor manufacture after a survey disclosed that ample stock of industrial alcohol was available for war purposes.

- Under a decree of the War Man-power Commission, effective 1 July, all male labor must now be hired through the U.S. Employment Service or such channels as it may designate. Women also were brought under this priority referral system in many communities.

- A poll taken in Iowa by a newspaper indicates that 51% of the persons interviewed believe that married men with children should be mustered out of the armed forces first; 41% thought men in service longest should be released first, while 5% were in favor of releasing older men first, regardless of their marital status.

- The Department of Commerce is preparing a series of booklets on how to operate 20 kinds of small enterprises. These will be distributed to servicemen several months before they are discharged. It is estimated that 3,000,000 veterans will go into business for themselves after the war.

- The first batch of surplus Government-owned planes was sold last month to civilians by the Defense Plant Corp. Most of the 2,376 planes sold were basic, primary or advance trainers, with some gliders and combat types. The OPA has put a ceiling price on them of list price, less 8% a year for deterioration.

- Because of a surplus of aluminum, the WPB will now permit production of a wide variety of aluminum items for civilian use for the first time since early in 1943. Aluminum may be used in the manufacture of pots and pans, collapsible tubes, for the packaging of toothpaste, shaving creams and other products, providing the manufacturing does not involve the use of manpower, materials or facilities needed in the war production program.

- About six million automobiles will be sold annually for several years after the war, predicts Alfred P. Sloan, Jr., chairman of the board of General Motors Corp. About three million new cars were sold annually in normal pre-war times. Estimates that the post-war national income will be around 100 billion dollars a year, compared with the pre-war level of 65 to 70 billion dollars annually.

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### Quotes of the Month

- Etsuo Kuribara, chief of Japanese naval press section: "The enemy's plan of advance is the greatest since the beginning of the war in the strength of the main force and in the furiousness of the enemy's fighting morale."

- German radio broadcast: "The Allies have superiority in manpower, in the air, on the sea and in material, as against which we are pitting only our fanatic ardor in an effort to compensate for our present status."

- Marshal Stalin: "American machines of war and American food have contributed to the success of the Red Army in its victories."

- Undersecretary of the Navy Bland: "By invading the Marianas, we have demonstrated that our triphibious naval forces—the forces of land, sea and air combined—can operate with success in the very spot that surrounds the citadel of enemy Japan."

- Adolf Hitler: "We shall endure this period of trial and in the end will win this war."

- General Montgomery: "If we do our stuff properly this year in this business, we shall have Germany out of the war this year. I still hold to that."
21 JUNE

U. S. Pacific Fleet Communique

In the afternoon of 19 June (West Longitude date) carrier-based reconnaissance planes of the Nimitz fleet attacked a Japanese fleet, which included carriers and battleships, west of the Mariana Islands and Luzon.

Aircraft of our fast carrier task force were ordered to attack and made contact with the enemy before dusk. Our own losses have not yet been assessed. Additional details will be made known as they become available.

In the ground fighting on Salam Island, our assault troops made advances in a northerly direction along the western shore of Magicienne Bay, and made progress against an enemy strongpoint on Nafutan Point. Severe fighting continues.

ADVANCED ALLIED HEADQUARTERS ON NORTHERN PACIFIC

BERLIN, German communique—Since 6 June the Luftwaffe and Army and naval coastal batteries sank the following off the coast and in the Channel (see below for mine hits):

- Two cruisers, 11 destroyers, four motor torpedo boats, and three transport ships totaling 147,400 tons, and 12 tank landing vessels totaling 18,700 tons. Bismarck, cruiser, also was damaged as was the cruiser Lutte, two destroyers, nine motor torpedo boats, 68 merchantmen and tramps totaling 34,700 tons, and four medium-sized steamers.

22 JUNE

U. S. Pacific Fleet Communique

1. During the attack by enemy carrier-type aircraft on our ships on 18 June (West Longitude date), 258 enemy aircraft were shot down of which 335 were destroyed by our carrier aircraft and 16 by our anti-aircraft fire. This is the highest proportion of the estimate contained in a previous communique.

2. Two of our carriers and one battleship received superficial damage. We lost 21 aircraft from battle damage.

3. The following information is now available concerning the attack on our carrier, which units of the Japanese fleet made on the late afternoon of 19 June.

- The enemy forces attacked consisted of four or more battleships, five or six carriers, four or more fleet tanker, and a light forces consisting of destroyers and cruisers.

The information presently available our planes inflicted the following damage:

- One carrier, believed to be of the Zuikaku class, received three 1,000-pound bombs.

- One Nagato-class carrier was sunk.
- Two other ships of the same class received one bomb each.

- One Kongo-class battleship was damaged.

- One cruiser was damaged.

- Two destroyers were damaged, one of which is believed to have sunk.

- Two warships were sunk.

- Two warships were severely damaged and left burning.

U. S. Pacific Fleet Communique

Off the northwest coast of the Solomon Islands have made further advances of more than a mile along the shore line of Magicienne Bay to the northwest and have advanced about a mile up Mt. Tapotchatu.

THE WAR AT SEA

OFFICIAL REPORTS: 21 JUNE THROUGH 20 JULY

All dates local time unless otherwise indicated.

23 JUNE

U. S. Navy Communique

In Full And Pertinent Excerpts From Others

U. S. Pacific Fleet Communique

A Pacific Fleet submarine torpedoed a Shokaku-class carrier on 15 June, (West Longitude date). Three torpedo hits were obtained and the Japanese carrier is regarded as a total loss.

Supplementing Communique No. 59 of 21 June, light coastal forces. One additional information is now available concerning the strike by carriers of the 5th Fleet against units of the Japanese Fleet on 19 June.

One destructor previously reported damaged received two aerial torpedo hits.

One destructor, previously reported damaged, sank.

One additional Japanese twin-engined bombers were shot down by carriers, returning from an attack on the Japanese force.

U. S. Pacific Fleet Communique

A Pacific Fleet submarine torpedoed a Shokaku-class carrier on 15 June, (West Longitude date). Three torpedo hits were obtained and the Japanese carrier is regarded as a total loss.
One light carrier, not previously reported, received seven 500-pound bomb hits. One of the three fighters previously reported sunk has been transferred to the severely damaged carrier. Twenty-six enemy aircraft were shot down, all of the previously reported 17 to 22. We lost 22 pilots and 22 from 35 aircraft either shot down by the enemy or forced to land.

In the fighter sweep over two, the Bonin Islands night, 11 enemy aircraft were shot down, and 11 probably shot down. We lost five fighters instead of four.

On 24 June U.S. marines and Army troops on Saipan Island were attacked, preceded by intense artillery and naval gunfire preparation, which resulted in advances on our western flank near ML. The attack的发展 cleared 800 yards. Strong enemy opposition continued.

Enemy aircraft continued neutralization raids on 24 June against enemy positions in the Marshall and Caroline Islands.

Our night naval patrols shelled some distance from our carrier force was sunk in the Mediterranean during the night. Two small cargo ships and 12 sampans which coastal batteries from the island were attacked by carrier aircraft on 22 June. A medium cargo ship at Rota was sunk by aerial torpedo. Our planes made against enemy troops cornered on Nafutan Peninsula.

The next of kin of the casualties have been notified.

26 JUNE

U.S. Pacific Fleet Communique

The basis of latest reports received tabulating damage inflicted upon the enemy's positions in the Marianas Islands the following-revisions are necessary:

During the attack by enemy aircraft on our carriers on 18 June (West Longitude date) 462 enemy aircraft were destroyed, of which 368 were shot down by our carrier-based fighters and 84 by our fighters. 18 pilots and six crewmen from 27 pilots and six crewmen from 27 aircraft were shot down. We lost five fighters instead of four.

The carrier aircraft upon units of the Japanese fleet in the late afternoon of 19 June one heavy cruiser and two destroyers, an cruiser and two destroyers, an 18-inch Zero fighter intercepted some distance from our carrier force was shot down.

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from night of 26 June (West Longitude date). and attempted to drive northward. Two hundred enemy troops were killed in this containing them on Narutan Point on the night of 26-27 June. Two of the attacking planes were damaged and one disappeared into a smoke screen. Kurama Sakai at the southern tip of Paramushiri in the Kuriles on the night of 25-26 June.

Paramushiri and Shimushu Islands were bombed by Liberator of the 11th AAF and Ventura search planes of Fleet Air Wing 1 before dawn on 25-26 June. Several fires were started. Antiaircraft fire was intense. Eleven enemy fighters attacked a single Ventura of Fleet Air Wing 4 near the airfield at Paramushiri before dawn on 26 June. Two of the attacking planes were damaged, and one disappeared into a smoke screen. Paramushiri was subjected to protracted daily bombardment to neutralize enemy positions.

On the night of 25 June several enemy torpedo planes were bombing a 4,000-ton cargo ship. Burwood of the 11th AAF was strafed and damaged on the Rota Islands in the Marianas on 26 June. Fuel reservoirs and coastal defense gun positions were bombed. Three small craft on the west coast of Paramushiri were bombed by Liberators of the 11th AAF and Ventura search planes of Fleet Air Wing 4 before dawn on 25-26 June. Surface vessels. Air attacks and naval gunfire continued against enemy defenses.

On the night of 25 June several enemy torpedo planes attacked a carrier group in the Tilly-Cass sector. Attacks were made on enemy light and medium ships off Le Tropeot and on self-propelled barges at CapeBeoe.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Rabo: Our heavy units strafed and destroyed enemy coastal freighter in the Kai Islands. We also sank two enemy coastal freighters near Bat and air patrol strafed or damaged eight others. New Britain: Light naval units stayed off the Wide Bay area by our fighters and divebombers.

30 JUNE
U. S. Pacific Fleet Communique

Our troops on Saipan Island have made new gains both in the center and on the right flank of our lines, pushing after further heavy fighting in the Tilly-Cass sector. Attacks were made on enemy light and medium ships off Le Tropeot and on self-propelled barges at CapeBeoe.

SUPREME HEADQUARTERS, ALLIED Expeditionary Force—Our hold on the cross- sections of the River Odon has been strengthened by further heavy fighting in the Tilly-Cass sector. Attacks were made on enemy light and medium ships off Le Tropeot and on self-propelled barges at CapeBeoe.

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The same night, light coastal forces operating north of Elba met and engaged two E-boats. One E-boat was left in a sinking condition and some prisoners were taken. The other E-boat escaped to the north in damaged condition. Our forces suffered neither damage nor casualties.

3 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA:—Our medium units sank a small craft off Dili while long range fighters destroyed two others in the Leti Islands. 

BOMBARDED BY PACIFIC FLEET SURFACE UNITS

See 28 June.

Unsuccessful attempts were made by a number of enemy E-boats to break into our lines and the operation from the eastward during the night. The enemy was finally driven off by light coastal forces after a succession of attacks which lasted throughout the night.

ADVANCED HEADQUARTERS ON NEW GUINEA—Noemfoor Island:—Our ground forces have landed at Kamiri on Noemfoor Island, 186 statute miles west of our Biak Island airfields. The movement was made under cover of night and the troops went ashore through the surf under cover of naval and air bombardment.

Advancing through narrow and difficult coastal reefs, generally regarded as impracticable such a purpose, as a result the location of the attack was completely unexpected by the enemy and his defense preparations were outflanked.

Our forces consequently landed with practically no loss, either ground, naval or air units, having carefully secured the airfield, our main objective, without a struggle. Thirty partially damaged airplanes were captured by our ground troops on the field.

Three small patrol boats were added to the depth and our air deployment and will continue to hammer away at the enemy's South Seas defenses, already seriously shaken by our previous advances.

MOMOKI:—Our medium units, harassing the enemy's coastal supply route to the west, sank four barges laden with troops and supplies. Light naval units on night patrol destroyed another off Cape Merdak.

Air and naval patrols bombarded shore installations and ammunition and supply dumps, with resulting large fires and explosions.

Light naval units at night attacked Bau

Dismantling Island and Kuit Plantation.

5 JULY

U.S. Pacific Fleet Communique

Garapan and Tanagari, towns on Saipan Island, have been captured by our forces in a general advance along the entire front. Our line now extends inland from the coast at a point within four miles of Inarajan, Point at the northeast tip of Tulagi.

During the night of 2-3 July (West Longitude date) a small force of Japanese attacked our line from the rear. Twenty-five enemy troops were killed. We suffered no losses. Our troops have buried 7,312 enemy dead.

Carrier aircraft of a fast carrier task force of the 4th Fleet, searched the coast of New Guinea. Thirty-nine enemy fighters which attempted to intercept our force were shot down, and 16 were probably shot down. Incomplete reports indicate 24 enemy aircraft captured or damaged on the ground.

Two small vessels were strafed and bomb hits were obtained on a fuel dump.

The enemy ship apparently was undamaged and made off at speed. She was pursued by His Majesty's submarine which intercepted south of Penang. A salvo of torpedoes scored hits and destroyed the leading vessel.

His Majesty's submarines also successfully attacked two small oilers, one medium ammunitions barge and a small cargo ship east of Lhoksemawe on the northern coast of Sumatra from a position within 25 yards of the main body of the convoy. In this action a goods train was almost completely destroyed. Conceivably, His Majesty's submarines also was done to military objectives on Ross Island in the Andamans.

6 JULY

U.S. Pacific Fleet Communique

Reports from a fast carrier group which attacked Chichi in the Southern Kuriles on July 4 (West Longitude date) and participated in the attack on the Aleutians on July 4 indicate the following damage to the enemy:

A group of several enemy ships located 80 miles northwest of Chichi were attacked, resulting in the sinking of two destroyer-escort type vessels and damage to a medium cargo ship. At Chichi the following results were obtained:

One small oiler, one medium ammunitions barge and one medium launch damaged.

One minelayer, three destroyers, one large cargo ship sunk, one large cargo ship, one large cargo ship, one large cargo ship.

One large cargo ship sunk.

One large cargo ship sinking.

Medium size and 30 hours before finally sinking the enemy by the torpedo in the entrance to Phuket harbor, Thailand.

The second ship of medium size was part of an undetected convoy which was intercepted south of Penang. A salvo of torpedoes scored hits and destroyed the leading vessel.

His Majesty's submarines also successfully attacked two small oilers, one medium ammunitions barge and a small cargo ship east of Lhoksemawe on the northern coast of Sumatra from a position within 25 yards of the main body of the convoy. In this action a goods train was almost completely destroyed. Conceivably, His Majesty's submarines also was done to military objectives on Ross Island in the Andamans.

7 JULY

U.S. Pacific Fleet Communique

Two in the Volcano Islands and Haha in the Palaus, heavily bombarded by carrier aircraft of a fast carrier task group on 2 July (West Longitude date), were severely damaged. They were hit by bombs, rockets, and machine-gun fire.

A second group of several enemy ships located 15 miles northwest of Chichi were attacked by carrier aircraft on 4 July, hitting antiaircraft positions and defense installations.

Search planes of Fleet Air Wing 2 Group 1, bombed gun positions at Marpi Point on Saipan Island on 4 July, strafed the airfield at Tinian Island, and bombarded defense installations.

His Majesty's submarines were dropped on Truk Atoll by 7th AAF Liberators on 4 July, hitting antiaircraft positions and objectives near the enemy airfields which were in the air but did not attempt to intercept our force.

Corail fighters and Dauntless dive-bombers of the 4th Marine Aircraft Wing continued to neutralize enemy positions in Marshalls on 4 July.

SUPREME HEADQUARTERS, ALLIED EXPE

DENTIAL FORCE—During Tuesday night
a considerable force of enemy E-boats and R-boats attempted to enter the eastern anchorage. The enemy was intercepted, brought to action and finally driven off by light coastal forces. Two enemy E-boats and two R-boats were sunk and a third severely damaged.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Koij Islands: Our medium units damaged a 660-ton cargo vessel near Manus Island. Marine and air patrols destroyed eight barges, and sank or damaged seven barges and started Ares at Suaim.

ADVANCED ALLIED HEADQUARTERS on the same island: Our forces attacked Wotje and Maloelap Atolls on 6 July, bombing and strafing remaining enemy defense installations.

See 5 July.

U. S. Pacific Fleet Communiqué

Our forces have completed the conquest of Saipan. Organized resistance ended on the evening of 7 July (West Longitude date) and the elimination of scattered, disorganized remnants of the enemy force is proceeding rapidly.

Aircraft of our fast carrier task force attacked Guam and Rota on 7 and 8 July. Runways, antiaircraft batteries, coastal defense guns and barracks were subjected to rocket and direct fire.

On 7 July, nine enemy fighter aircraft apparently attempting to destroy landing craft at Saipan Island were shot down by our combat air patrol.

The twin-engine aircraft were destroyed on the ground and two were probably damaged.

We lost one fighter and one torpedo-bomber in these raids.

Twenty-two tons of bombs were dropped on Truk Atoll on the night of 7-8 July by Liberators of the 7th AAF, with no interception, and all of our planes returned safely.

The 7th July Mille, Jaluit, Taros and Wotje were harassed by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing, and a search Catalina of Group 1, Fleet Marine Aircraft Wing, attacked Taros before dawn on 7 July. We lost no planes.
attacked Juluit, Maloewat and Wotji in the Marshalls on 6 July.

**Advanced Allied Headquarters on New Guinea—Ko Island:** Our air patrols damaged a 1,600-ton enemy cargo vessel. Our air patrols damaged two barges along the mainland. Light naval units attacked Ozeta. Light naval units on night patrol destroyed three coast batteries. Near New Ireland: Naval patrols along the coast harassed barge traffic. . . . Bougainville: Light naval patrols harassed shore positions near Kororina.

**11 July**

U. S. Pacific Fleet Communique

Mopping up operations continued on Saipan on 9 July (West Longitude date). Several attempted enemy troop landings were disrupted, and no interception was attempted to intercept our force.

**12 July**

U. S. Pacific Fleet Communique

**13 July**

Navy Department Communique No. 530

**European Theater**

1. In the liberated United Kingdom the following the U. S. naval ships were lost: UsS Tude (minesweeper), uss Partridge (flying boat), uss Sven E. (transport), uss Gedion (destroyer), uss Stedy (destroyer), uss Rich (destroyer).

2. Notification has been made to next of kin of all casualties.

U. S. Pacific Fleet Communique

Guam Island was shelled by cruisers and destroyers of the Pacific Fleet 10 and 11 July (West Longitude dates). Guns emplacements, storage facilities, gun positions and warehouse buildings were hit. Five barges were sunk. There was no damage to our surface ships.

Guam and Rota Islands were attacked by carrier aircraft of a fast carrier task group on 11 and 12 July. Rockets and bombs were employed against defense installations. Gun emplacements near the coast were hit, and several barge targets were strafed. Antiaircraft fire was moderate. We lost one plane.

**14 July**

Pearl Harbor, Pacific Fleet press release issued 13 July (West Longitude date). Bombs and rockets set fire to buildings and ammunition dumps and damaged storage facilities, gun positions and other defense installations. We lost 20 aircraft.

One of our destroyers sank a small enemy coastal transport near Guam during the morning of 13 July. Liberator bombers of the 7th AAF attacked carrier aircraft of a fast carrier task group on 13 July (West Longitude date). Bombs and rockets set fire to buildings and ammunition dumps and damaged storage facilities, gun positions and other defense installations. We lost 20 aircraft.

Four of our aircraft received minor damage. The深度 of water makes it impossible for our submarines to operate in this area. The last submarine ever lost was a small submarine which had been abandoned for the recovery of the missing personnel. An investigation is now in progress to determine the available facts in the case.

**15 July**

**Supreme Headquarters, Allied Expeditionary Force—Early this morning enemy E-boats attacked the 2nd Division of the Japanese Imperial Navy, as it was making its way from at anchor near the entrance to the harbor of Makin Island. The enemy was intercepted by the 4th Marine Aircraft Wing and Fleet Air Wing 2 on 15 July.

Advanced Allied Headquarters on New Guinea—Ceravill: Our air patrols damaged two barge targets and sank a small monitor. Gun emplacements near a 10,000-ton enemy cargo ship in the Anchorage area were strafed. Antiaircraft fire was intense. The enemy returned fire.

Our night air forces have now captured more than 1,000 enemy survivors who had been driven into the sea on 7 July. Contact also was made with enemy shore batteries near Saipan. The seizure of the island by our forces on 10 July is now in full operation. The defense installations on Saipan were destroyed.

**New Guinea-Ceravill:** Light naval units shelled shore positions near Ozeta. Air and naval patrols attacked lines of supply-laden barges in tow. Three additional prisoners have been taken.

Light naval units shelled shore positions near Ozeta. Anti-aircraft fire was intense. The enemy returned fire. Several fires were started. Antiaircraft fire was light, and all of our planes returned without damage.

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Waigeo Island. Fighter patrols damaged several barges near Sorong.

**16 JULY**

PEARL HARBOR, Pacific Fleet announcement—Guam Island was attacked on 15 July (West Longitude date) by 10 carriers of the Fast Carrier Task Force and 5 battle groups and 6000 fighters and bombers. The battle group consisted of 10 ships, including the battleship New Jersey. Only one kamikaze was picked up by one of our destroyers.

On 15 July rocket-firing carrier planes attacked ground installations on Rota Island, washed down a coastal vessel and destroyed a coastal battery. Rockets destroyed or damaged buildings and caused fires among bivouac areas.

Four Marine Air group Corsairs, dive-bombers, four Dauntless dive-bombers and one Corsair fighter of the 4th Marine Aircraft Wing were destroyed on 15 July. Enemy antiaircraft positions were hit.

**18 JULY**

PEARL HARBOR, Pacific Fleet announcement—Guam Island was shelled at close range by battleships, cruisers and destroyers of the Pacific Fleet on 16 July (West Longitude date). Sporadic aircraft directed fire of our heavy units encountering some antiaircraft fire, and these antiaircraft positions were in turn neutralized by our light units.

Neutralization of enemy defenses on Tinian Island by Saipan-based aircraft and field artillery continues. Our destroyers shelled selected targets on Tinian during 16 July and the night of 15-16 July. Dauntless dive-bombers and Corsair fighters of the 4th Marine Aircraft Wing and Ventura search planes of Group 1, Fleet Air Wing 2, attacked enemy positions in the Marshall Islands on 16 July.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Flores Island:** After the successful attack on the coast of New Guinea on 13 July, the Mobile Force of the U.S. South Pacific Command attacked and captured the island.

**U.S. submarines have reported the sinking of 17 vessels, including two combat-ships, as a result of operations against the enemy in these waters, as follows:**

One destroyer
Two medium cargo vessels
Eight medium cargo vessels
One medium call cargo transport
One escort vessel

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

PEARL HARBOR, Pacific Fleet announcement—More than 230 tons of bombs were dropped on Guam Island by carrier aircraft of the fast carrier task force on 17 July (West Longitude date). Fliers, transports and support ships of the invasion force and installations were knocked out. More than 650 aircraft were flown over the target area.

On the same day our battleships, cruisers and destroyers laid down an intense barrage against defensive positions on the coast of the Marshall Islands and Japanese-held islands in the Carolines and Marshalls.

On 18 July bombardment of Guam by some 1000 aircraft continued and an aircraft dropped 184 tons of bombs on anti-aircraft guns, searchlights, supply areas and enemy installations. The previous total of 184 announced.

On 19 July our light and medium aircraft continued their attacks against enemy positions in the Marshall Islands and Japanese-held islands in the Carolines and Marshalls.

**ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Flores Island:** Heavy aerial and ground attacks were delivered on New Guinea on 18 July. The attacks were made at dawn and resulted in the destruction of enemy shipping and coastal batteries.

**NEW GUINEA—Mal西部海岸:** On 19 July our light and medium aircraft continued their attacks against enemy positions in the Marshall Islands and Japanese-held islands in the Carolines and Marshalls.

**20 JULY**

PEARL HARBOR, Pacific Fleet announcement—More complete reports of the carrier aircraft returning from the attack on the coast of New Guinea on 18 July (West Longitude) raised the total number of enemy ships sunk or damaged to 1300, including 174 enemy ships sunk or damaged to 1300, including 174 enemy ships.

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A Navy lieutenant who defied Jap fire to rescue 15 airmen from the water off Kavieng, a Marine sergeant who was killed at Tarawa after putting two pillboxes out of action and a Marine sergeant who threw himself on a grenade to save his comrades on Bougainville have been awarded the Medal of Honor.

Lieut. Nathan G. Gordon, USNR, of Morrilton, Ark., flew boldly into Kavieng harbor on 15 Feb. 1944, defying close-range fire from enemy shore guns, to make three separate landings and pick up nine men, several of them injured. With his cumbersome flying boat dangerously overloaded, he made a brilliant take-off despite heavy swells. Notified that another group was stranded in a rubber life raft 600 yards off the enemy shore, he turned back under direct fire from Kavieng defenses and took aboard six more survivors. He then made his fourth skillful take-off with the 15 rescued officers and men.

S/Sgt. William J. Bordelon, USMC, of San Antonio, Tex., landed on the beach at Tarawa under heavy enemy fire and personally put two pillboxes out of action with demolition charges. He then picked up a rifle and furnished fire protection for a group of men scaling the seawall. Although wounded, he remained in the action and rescued two wounded men from the water. Later he single-handedly assaulted a Jap machine-gun position, but was killed in a final burst of fire from the enemy.

Sgt. Herbert J. Thomas, USMC, of Charleston, W. Va., in action against the Japanese at Bougainville on 7 Nov. 1943, had instructed his squad to charge a machine-gun emplacement after he hurled a grenade. The grenade struck a vine and fell back into the midst of the group, and Thomas immediately flung himself upon it to smother the explosion. Inspired by his sacrifice of his life, his men charged the emplacement and killed its crew and several nearby defenders.

Submarine Commander And Marine Colonel Win 4th Navy Crosses

Gold Stars in lieu of fourth Navy Crosses have been awarded Comdr. Dudley W. Morton, USN, of Miami, Fla. (missing in action), and Col. Lewis B. Puller, USMC, of Saluda, Va. They were the first in the Navy and Marine Corps to be so honored.

Commodore Morton was commanding officer of the submarine USS Wahoo, which is overdue and presumed to be lost. His citation was for conducting three highly successful war patrols in Japanese-controlled waters, in which he inflicted heavy losses on enemy shipping. He entered dangerous, confined and shallow waters on a vital mission and destroyed at least one important enemy ship.

Colonel Puller, while temporarily in command of the 3d Battalion on New Britain, moved from company to company along his front lines, and reorganized and maintained a critical position along a fire-swept ridge. His outstanding leadership contributed materially to the defeat of the enemy.

Commander Morton's three previous Navy Crosses were won during this war while he was commanding the Wahoo in forays against Japanese shipping. He sank more than 30,000 tons of Japanese shipping on two war patrols.

Heroism in holding a vital position at Guadalcanal on 24-25 October 1942 won the third Navy Cross for Colonel Puller. His first two citations were awarded for extraordinary heroism in Nicaragua in 1930 and 1932.
NAVY CROSS AWARDS

Victor B. McGrea
Comdr., USN

John A. Moore
Comdr., USN

Dudley W. Morton
Comdr., USN

Morton C. Mumma Jr.
Comdr., USN

George E. Porter Jr.
Comdr., USN

Lewis B. Puller
Col., USMC

Richard M. Forsythe
Lt. Comdr. (MC), USNR

Hubert M. Hayter
Lt. Comdr., USN

Edward H. O’Hare
Lt. Comdr., USN

George L. Phillips
Lt. Comdr., USNR

Joseph Orleck
Lieut., USN

John H. Stickell
Lieut., USNR

Kay K. Vesole
Ens., USNR

Benjamin Sachs
Ct., USN

James D. Barker
PhM2c, USNR

Photograph not available of Frank C. Walker, GM1c, USNR. Reports of citations of Lieutenant Commander Hayter and of Barker, PhM2c, appeared in the July issue of the Bulletin, that of Lieutenant Orleck in the June issue.

NAVY CROSS cont.

★ Comdr. (then Lt. Comdr.) Morton C. Mumma Jr., USN, Berryville, Va. As commanding officer of a submarine on a night patrol in dangerous enemy-occupied waters, he contacted a force of Japanese destroyers. Boldly maneuvering his ship into striking position, he launched an aggressive attack and scored a torpedo hit on one of the destroyers.

★ Comdr. George E. Porter Jr., USN, Oakmont, Pa.: While commanding officer of a submarine on war patrol, he aggressively attacked and destroyed a convoy of six ships, including two large tankers, one large transport, two freighters and an unidentified ship. On a previous war patrol he sank and damaged thousands of tons of enemy shipping.

★ Lt. Comdr. Richard M. Forsythe (MC), USNR, East Cleveland, Ohio (posthumously): While serving as regimental surgeon with the 1st Marine Division during action against Japanese forces near Volupai Plantation, New Britain, on 6 March 1944, he went to the assistance of the wounded and administered medical aid, undeterred by devastating mortar fire. He continued ministering to the injured, despite multiple wounds from a mortar shell, until severe pain finally forced him to cease. Although fully aware that postponed medical attention would gravely impair his chance of recovery, he refused medical assistance while other casualties were in need of care, and later succumbed from his wounds.

★ Lt. Comdr. Edward H. O’Hare, USN, St. Louis, Mo. (missing in action): When warnings were received of the approach of a large force of Japanese bombers, he volunteered to lead a fighter section of aircraft from his carrier—the first time it had been attempted at night—to intercept the attackers. He fearlessly led his three-plane group into combat against a large formation of hostile aircraft and assisted in shooting down two Japanese planes and dispersing the remainder (26 November 1943).

★ Lt. Comdr. George L. Phillips, USNR, Oakwood, N.Y.: As commanding officer of the USS Sentinel during the assault on Sicily, after his vessel had been severely damaged by a divebomber strike, he fought through four ensuing raids, drove off two attacks and scored hits on two enemy bombers before being forced to abandon ship. He was largely responsible for the success of subsequent rescue opera-
Capt. Cary Awarded 4th Legion of Merit

For exceptionally meritorious service in the amphibious operations at Anzio, Capt. Robert W. Cary, USN, of San Francisco, Calif., has been awarded a Gold Star in lieu of a fourth Legion of Merit.

As commander of a gunfire support group, he brought his ships through heavily mined waters during a period when the Army formations ashore required gunfire support, and obtained the maximum results from his batteries. His support contributed materially to the success achieved at Anzio.

...
TRAINED AMPHIBS: Commodore Lee P. Johnson, USN, of Concord, N. C., recently received a Gold Star in lieu of a second Legion of Merit for his outstanding work in training both Army and Navy personnel for our amphibious operations in the Southern European area. He conducted intensive research for improving various landing craft and weapons.

LEGION OF MERIT cont.

* Lieut. Byron W. Philp, USNR, Port Huron, Mich.: As commander of LCT Group 27 prior to and during the landings in the Anzio-Nettuno area, he trained the units of his group with great efficiency and thoroughness. Following the assault, in which his units successfully carried out all assignments, he supervised for three weeks the unloading of follow-up shipping, the evacuation of casualties and the shuffling of supplies to serve the needs of the assault forces.

* Lt. (jg) George A. Humm, USNR, Allegan, Mich.: As officer-in-charge of LCT 32 during the landings in the Anzio-Nettuno area, he continued for 30 days to perform vital tasks in connection with the unloading of follow-up shipping, the evacuation of casualties, the rendering of assistance to ships damaged by enemy action, and the conduct of beach salvage operations. During this period his craft was subjected to enemy shellfire in the unloading areas and frequent aerial bombing attacks.

* Ens. Clyde A. Scheidemantel, USNR, Harmony, Pa.: As engineering officer of a large landing craft during the assault on Sicily, he showed great initiative and ingenuity in making temporary repairs when a direct shell hit the stern anchor cable, fouling the port propeller. Through his perseverance and technical skill, the craft was able to return to base in spite of continued air attack and shell fire.

* Lt. Comdr. Verne L. Skjonsby, USN, Hickson, N. Dak. (missing in action): While commanding an aircraft carrier in the Pacific area from 10 November to 10 December 1943, he participated in repeated attacks on Mille Island and the destruction of its air installations. On 20 November, aircraft from his carrier supported assault troops in the occupation of Makin Island, and on 4 December, performed similar work during the raid on Kwajalein, where aircraft were destroyed and ships damaged.

* Lt. Commander Robert E. Dornin, USN, San Francisco, Calif.: As commanding officer of a cruiser in the vicinity of Kwaiaieen and Westie Atolls from 27 November to 10 December 1943, he fought his ship aggressively throughout fierce night aerial assaults. When three torpedo bombers flew in at low level for a sudden attack, he evaded a torpedo launched at close range and his gun crews destroyed all three Japanese planes.

* Capt. Albert F. France Jr., USN, Annapolis, Md.: As commanding officer of a cruiser in the vicinity of Kwajalein, the Westie Atolls from 27 November to 10 December 1943, he fought his ship aggressively throughout the night and ships damaged.

* Lt. Commander Robert P. McConnell, USN, San Diego, Calif.: While commanding an aircraft carrier in the Pacific area from 10 November to 10 December 1943, he participated in repeated attacks on Mille Island and the destruction of its air installations. On 20 November, aircraft from his carrier supported assault troops in the occupation of Makin Island, and on 4 December, performed similar work during the raid on Kwajaleen, where aircraft were destroyed and ships damaged.

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low decks and rescue injured personnel trapped by flames.

★ Willard J. Johnson, PhM2c, USNR, Cleveland, Ohio (honorably discharged): While attached to the LST 333 during the invasion of Italy, he was waiting in an assault boat to return to his ship when the beach was heavily strafed and bombed by an enemy plane. Although wounded himself, he administered first aid to an officer and several men, in one case amputating the leg of a man. His prompt and valiant action probably saved the life of a critically wounded man.

★ Arnold J. Hovland, PhM3c, USN, Los Angeles, Calif. (posthumously): As a hospital corpsman attached to an assault landing company during operations on Eniwetok Atoll on 17 February 1944, he observed a seriously wounded marine lying in an extremely hazardous position in the front lines. He made his way forward under severe machine-gun and mortar fire and was removing the burning clothes from the helpless man when killed by enemy fire.

★ Jack Younts, EM3c, USNR, Thomasville, N. C.: Attached to a mine-sweeper which was engaged in mine-sweeping operations near Point d’Anzio, Italy, on 24 January 1944, he alone observed an enemy plane approaching from astern: He maintained continuous machine-gun fire on the plane until it came within 500 feet of the ship and released a bomb. His accurate and intensive fire undoubtedly prevented the plane from scoring a probable hit on the minesweeper.

★ Hayward H. Skaggs Jr., HA1c, USNR, Deer Creek, Okla. (missing in action): While serving with the 2d Marine Division at Tarawa on 21 November 1943, he defied constant danger as the assault wave to which he was attached disembarked in small boats on a coral reef 500 yards from shore. For hours he cared for casualties in the water, administering first aid and carrying them to small boats for evacuation, in one instance giving up his own life belt to insure the safety of a wounded comrade.

★ John C. Kelley, USN, Watertown, N. Y. (posthumously): As a hospital corpsman attached disembarked in small boats on the assault wave to which he was assigned.

★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): While commanding a torpedo squadron in the New Ireland area from 25 December 1943 to 5 January 1944, he led his squadron against Jap vessels in Kavieng Harbor in the face of persistent antiaircraft fire and intense fighter opposition. His squadron destroyed two large cargo vessels, one destroyer and three barges and severely damaged two cruisers, four destroyers, several small cargo ships, numerous barges and one torpedo boat.

时报 BLOCKADE RUNNERS: Capt. Charles D. Leffler, USN, of Miami, Fla., has been awarded the Legion of Merit for his successful campaign against blockade runners and enemy raiders in the South Atlantic. As commanding officer of the USS Omaha, he intercepted and sank the German blockade runners Rio Grande and Burgenland on 4-5 Jan. 1944. He is now Director of Planning and Control in BuPers.

★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): He led his torpedo squadron in a daring attack on Japanese forces at Rabaul on 11 November 1943 and aided in the sinking of a destroyer and a cruiser, the probable destruction of another cruiser, and the severe dam-
DIST. FLYING CROSS cont.

Lyons, Jr., USNR, Grand Rapids, Mich. (both posthumously): As pilot and copilot of a bomber in action against a U-boat in the Bay of Biscay, they launched a deep charge attack in the face of intense antiaircraft fire, causing the sub to heel over and proceed on a erratic course. In a later attack they diverted the sub's fire, enabling a British plane to attack with rocket projectiles.

* Lieut. Grant H. Rogers, USN, Joliet, Ill.: As division leader of a bombing squadron in a strike against Japanese shipping in Rabaul Harbor on 11 November 1943, he selected an important target and, despite fire, scored a direct hit on a Jap light cruiser. Despite repeated attacks from enemy fighter planes, he retired from the target area and effected a rendezvous with the remainder of his squadron.

* Lieut. John H. Stickell, USNR, Gilson, Ill. (posthumously): While attached to Bombing Squadron 108 during action over the Marshall and Gilbert Islands on 1 December 1943, he was suddenly attacked by six Japanese planes. He destroyed two of the attacking planes and crippled another with only slight damage to his own, then continued on his patrol and successfully completed his vital mission.

* Lieut. J. Tuite Jr., USN, Baltimore, Md. (posthumously): As test pilot and gunnery officer attached to the Armament Test Department at NAS, Patuxent River, Md., he carried out extremely dangerous work of testing mines and bombs. Through his intelligent analysis of test data, he made important contributions to the effectiveness of naval aviation and the future safety of naval aviators. He was killed on 13 April 1944 while making tests to determine safe angles of dive for fighter planes carrying large caliber bombs.

* Lt. (jg) Howard M. Burriss, USNR, Granville, Ohio (missing in action): As fighter pilot in the Rabaul area from 26 January to 31 January 1944, he escorted a group of bombers in a strike on Lakunai airfield on 27 January, damaged one enemy plane and despite serious damage to his own plane from Japanese fire, in an attack on Tobira airfield two days later he accounted for four enemy planes.

* Lt. (jg) Douglas H. Gutenkunst, USNR, Milwaukee, Wis. (posthumously): While a fighter pilot in the Solomons from 27 October to 1 December 1943 and from 25 January to 31 January 1944, he joyfully assisted his section leader in downing three hostile planes near Bougainville. In a strike on Lakunai airfield he shot down two planes, and destroyed two more in a later attack on Tobira airfield.

PT SKIPPER HONORED: For conspicuous gallantry and intrepidity as commanding officer of a motor torpedo boat squadron in the Solomons, Lieut. Craig C. Smith, USNR, of Arlington, Va., has been awarded the Silver Star Medal.

Navy Decorates Brazilians Who Helped Destroy U-Boat

Nine crew members of a Brazilian Navy patrol plane which helped destroy a U-boat have been decorated by the U. S. Navy. In the face of severe antiaircraft fire, the Brazilians attacked with such determination and skill that they scored a direct hit on the surfaced sub.

The Distinguished Flying Cross was awarded to pilot, 2nd Lt. Alberto M. Torries, and the copilot, 1st Lt. Jose C. M. Correia. The other seven members of the crew received the Air Medal.

Navy and Marine Corps Medal

* Lt. Comdr. Milo A. Youel (MC), USN, Huron, S. Dak.: Sighting a man struggling in the treacherous waters of Flamingo Beach, Culebra, on 25 January 1944, he dived into the heavy surf, swam to the side of the exhausted man and brought him to safety.

* Lieut. Paul M. Bryant, USN, Nor- flok, Va., and Lt. (jg) Frederick D. Goodwin Jr., USNR, Richmond, Va.: When a fighter plane swerved from the runway during a take-off at Municipal Airport 2, Tucson, Ariz., on 14 January 1944, crashed into a grounded bomber and set both planes afire, they rushed to the rescue of the trapped and semiconscious pilot. They freed the pilot and carried him away a few seconds before the fuel tank in one wing exploded.

* Ens. Morris H. Keltner (then CQ3), USN, Heisington, Kans.: As chief quartermaster and a member of the approach party of a submarine during many war patrols, he assisted in sinking or damaging many thousands of tons of Japanese shipping. His skill in piloting and navigating helped in the successful accomplishment of all assigned missions.

* Felice P. De Cesare Jr., CRM, USN, Bridgeport, Conn. (missing in action): As chief radioman of a submarine during many war patrols, he maintained the radio and sound equipment in efficient condition despite numerous handicaps, and aided materially in the sinking or damaging of thousands of tons of enemy shipping.

* Francis J. Decker, CMoMM, USN, Cincinnati, Ohio (missing in action): In charge of the auxiliary machinery of a submarine during many war patrols, he aided materially in the sinking or damaging of considerable enemy shipping. His perseverance in effecting repairs under difficult conditions was instrumental in keeping the vessel in an excellent material condition.

* Harvey C. Luchau, CCM, USNR, Spokane, Wash.; Moses Dunton, MM1c, USNR, Crescent City, Calif.; Oluf T. Hoff, CM2c, USNR, Hoquiam, Wash., and Roy A. Shook Jr., SC2c, USNR, San Francisco, Calif.: As crew members of barge 651 on 27 November 1945, they observed the crash of a PBY-5A in Summer Bay, Alaska. They brought the barge alongside the crashed plane and risked their lives in saving the 10 officers and men of the plane crew. Dunton, Hoff and Shook dived into the icy waters during the rescue operations and had to be treated later for exposure.

* Svend S. Christensen, MoMM1c, USNR, Duluth, Minn.; Anthony E. Fiorellini, MoMM1c, USNR, Sault Ste. Marie, Mich. (missing in action); Harry K. Clarke, MoMM2c, USN, Savannah, Ill.; Robert C. Kittrell, RM2c, USNR, Anahiem, Calif.; Raymond G. Lupien, EM2c, USN, Manchester, N. H.; Daniel D. McCauley, GM2c, USNR, Princeton, Mass.; Howard K. Rofer, SC2c, USN, Norristown, Pa.; Gordon K. Dresser, SM3c, USNR, Wheaton, Ill.; Orlo W. Dykes, SC3c, USN, Millville, Fla.; Vincent F. Fobert, SM3c, USNR, Attleboro, Mass. (missing in action), Carl R. Mickelson, GM3c, USNR, Woters, Mass. (posthumously) and Joseph E. Monroe, GM3c, USNR, East Douglas, Mass.: While serving aboard the LCT 35 during the landings at Anzio, Italy, a heavy enemy aerial attack developed and a large bomb struck close to the LCI(L) 211, moored in the harbor. The LCT 35 was shifted along-
side the stricken craft and these men disregarded their own safety to remove wounded men and bring the fires under control. Their efforts contributed materially to the probable saving of several lives.

★ William Hayde, Sp(F)2c, USNR, Kansas City, Mo.: When the SC 696 and SC 694 were set afire by bomb hits during the occupation of Palermo, Sicily, on 23 August 1943, he disregarded his personal safety to fight fire during a heavy air raid. While engaged in fire-fighting, the ships were struck again by German bombs which caused them to blow up, and he suffered painful injuries.

★ Thomas Q. Heaps, QM2c, USN, Pincairn, Pa.: When the USS Spartan was struck by a glider bomb during the Anzio-Nettuno landing, he was serving in the LCT(L) 226, which came alongside the British warship to rescue survivors. Manning a rubber boat, he paddled through oily wreckage under the side of the capsizing ship to recover survivors and assisted in the probable saving of many lives.

★ Kent MoMM3c, Keyport, N. J.: When the parting of a cable on a davit of the LST 197 during the landing at Anzio on 22 January 1944, threw a boatload of troops into the water, he plunged into the sea and helped rescue the heavily laden men. While members of the ship’s company threw life rings and jackets to the struggling men, he removed packs from the backs of soldiers and contributed materially to the saving of several lives.

★ Jone, Cox, USN, Key West, Fla.: Acting as coxswain of a motor whaleboat, he went to the aid of a drowning man who was being carried toward a hazardous reef by the current. He dived from his boat into the rough waters, grabbed the man and towed him back to the whaleboat (Central Pacific Area, 23 January 1944).

★ Harmon C. Steck, Cox., USNR, St. Louis, Mo.; Herman H. Thomas, GM3c, USN, Comanche, Tex., and Marvin L. Williams, Hazard, Ky.: They were attached to the LCT 19 during the landings at Salerno when the landing craft sustained severe damage from enemy bombing attacks and it became necessary to abandon ship. Steck and Thomas helped keep wounded men aboard until they were rescued, while Williams went to the assistance of a man severely wounded and lowered him carefully into the water from whence he was later rescued.

★ Andrew A. Balas, AS, USNR, Chicago, Ill. (posthumously): As a member of the Armed Guard aboard the SS Stanvac Palembang when it was attacked by a U-boat on the night of 9 July 1944 and suffered a severe head wound. Disregarding the acute pain, he risked his life to go below deck and assist in releasing a life raft to rescue a merchant seaman who had jumped over the side. He persisted in his efforts in the face of continued shelling until a second torpedo struck the ship.

★ Clifton B. Walker Jr., S2c, USN, Memphis, Tenn.: While serving on board a tank landing ship in the New Georgia area on 18 August 1943, he volunteered to assist in rescuing a shipmate who was injured and pinned down under debris following an explosion. He made his way to the compartment, despite fumes and burning gasoline, and assisted in removing the man to the upper deck where he was transferred to a life raft.

LED TORPEDO SQUADRON: The Distinguished Flying Cross was awarded to Lt. Comdr. Donald M. White, USN, of Ruxton, Md., for leading his torpedo squadron against Rabaul, New Britain, on 11 Nov. 1943. He and his mates scored nine torpedo hits on seven Jap cruisers and a destroyer. Capt. Lester T. Hurd, USN, commandant of the Naval Air Training Center, Pensacola, here presents the medal.

BRONZE STAR MEDAL

★ Capt. Edwin M. Crouch, USN, Washington, D. C.: As operations officer on the staff of Commander Cruisers and Destroyers Pacific, and commander of a task force between 21 January 1943 and 2 January 1944, he administered the exacting duties of his office tactfully and promptly. He accomplished positive results throughout a critical period of operations.

★ Comdr. Thomas Burrowes, USN, Keyport, N. J.: When the destroyer which he commanded suffered damage from an underwater explosion, he immediately directed the successful rescue of numerous men who had been hurled into the cold, fuel-covered water. He later supervised such repairs as were practicable and the towing of his ship through rough Aleutian waters and to a navy yard approximately 3,000 miles distant.

★ Lt. Comdr. Lawrence G. Bernard, USN, Deadwood, S. Dak.: As diving officer of a submarine during its first war patrol, he materially assisted the commanding officer in bringing the vessel safely into port.

★ Lt. Comdr. James G. Franklin, USN, Lawrenceburg, Ky.: As flag secretary and evaluating officer on the staff of a task force commander operating in the Solomons area from 28 January 1943 to 25 March 1944, he participated in five bombardments of enemy shore installations, a night surface engagement in which two Jap ships were sunk, one mine-laying operation and a night action in which one cruiser and four destroyers were sunk. Throughout these actions he demonstrated outstanding ability and judgment.

★ Ens. William B. Ennis Jr., USNR, Madison, Wis.; Ens. James J. O’Connell, USNR, New Brunswick, N. J.; Ens. D. A. Yetter, USN, Long Beach, Calif.; Ens. Leo H. J. McNeil, USN, Fitchburg, Mass. (posthumously): When the shelling until a second torpedo struck the stricken craft and these men disregarded their own safety to remove wounded men and bring the fires under control. Their efforts contributed materially to the probable saving of several lives.

★ Lawrence G. Bernard, Lt. Comdr., USN, of Deadwood, S. Dak., was awarded the Bronze Star Medal for his contributions to the war effort during World War II. He is pictured here receiving the medal from Capt. Edwin M. Crouch, USN, Washington, D.C., in recognition of his efforts as the commander of a task force between 21 January 1943 and 2 January 1944. The medal was presented by Capt. Crouch at a ceremony aboard the USS Portland, battleship flagship, at San Francisco. (Official U.S. Navy Photograph 51-43640-533-A09, Navy Department)
BRONZE STAR cont.

Long Beach, Calif.; Ens. Leon Woodard, USNR, Clarksville, Ark.; Lester G. McClure, CRM, USN, James H. Smith, USN, Sergeant, Seas, and William G. White, RM2c, USN, Lewiston, Idaho: When their communications unit at an advanced naval base in the Solomons was bombed and shelled on 12 September 1942 and the radio receiving equipment wrecked by a direct bomb hit, they reestablished the service on a temporary basis in 18 minutes, thereby permitting communications to be resumed. Disregarding the danger from exploding shell fragments from the bombardment which lasted throughout the night, they remained at their posts and performed their duties.

*Horace W. Anderson Jr., GM3c, USNR, Dover, N. J.; Reginald J. Baker, GM3c, USNR, Quincy, Mass.; David Goldstein, Cox., USN, Cleveland, Ohio; Arthur A. W. Behm, S1c, USN, Omro, Wis.; Stanley Bishop, S1c, USN, Bedford, Ohio; Robert L. Boyce, S1c, USNR, Marion, Ohio, and Rodney J. Ruddiman, S1c, USN, Elmont, N. Y.: As members of the Armed Guard aboard the ss John Boneos when it was attacked and set astir by enemy planes at Baru, Italy, on 2 December 1943, they steadfastly remained at their battle stations, despite bombing and strafing, until all guns were put out of action and the abandon-ship order was given. Although severely wounded, they volunteered to swim from the sinking vessel to the seawall in order to make room in the only undamaged lifeboat for those more seriously injured.

*Florian J. Botica, GM3c, USNR, Chicago, Ill.: As a member of the Armed Guard aboard the ss John M. Schofield when it was attacked and set on fire by enemy aerial forces, at Baru, Italy, on 2 December 1943, he assumed command of the gun crew in the absence of his superior officer and maintained steady gunfire against the enemy despite two near misses and a hit which damaged the starboard side of No. 1 hold. His leadership and courage upheld the morale of the crew and contributed to the sturdy defense of the ship.

*William A. McCurdy, S2c, USNR, Uniontown, Ala., and Albert A. Pinto, S2c, USNR, Dallas, Tex. (both posthumously): As coxswain and gunner, respectively, of a landing craft during the occupation of Hyane Harbor, Los Negros Island, on 29 February 1944, they successfully landed troops on the beach under heavy fire from Jap machine-gun emplacements. While carrying out their duties they were mortally wounded.

AIR MEDAL

*Cons. William A. Moffett, USN, Washington, D. C.: As commanding officer of a bombing squadron in the Solomons from 1 January to 1 September 1944, he led his squadron in numerous strikes against the enemy, often under adverse flying conditions against active enemy opposition.

*Lieut. George C. Bullard, USN, Pompton Plains, N. J., (missing in action): Piloting a fighter plane in action over Wake Island on 5 October 1943, he realized that a head-on collision was imminent with a damaged Japanese fighter plane. Observing the enemy craft bursting into flames, he pulled up and passed through the blaze and safely returned his badly damaged plane to his carrier.

*Lieut. Joseph E. Butler, USNR, Irwinton, Ga.: Besides acting as assistant and later as operations officer of Strike Command, Aircraft, Solomon Islands, from 20 October 1943 to 15 March 1944, he also took part in numerous combat missions. By his skilful briefing of pilots before each assignment, he contributed materially to the success of air operations in the Solomons and New Britain areas.

*Lieut. Ben W. Gibson Jr., USNR, Atlanta, Ga.: During an attack on an enemy submarine in the South Atlan-
of a divebomber, he took photographs continuously during three attacks on Tarawa Atoll on 18, 20 and 23 November 1943. Although taken under severe antiaircraft fire, the photographs obtained were of great assistance in conducting operations.

**John A. Linson, ARM2c, USNR, Culver City, Calif., and Edward A. Porter, ARM2c, USN, Huntville, Ala. (both missing in action):** As rear seat gunners in a bomber during operations against Tarawa, Wake, Mille and Kwajalein from 18 September to December 1943, they aided their pilot by their observations and destroyed enemy personnel and material by the skilful use of their guns in strafing runs.

**George A. Brendla, AMM2c, USNR, Miami, Fla.; Norman R. Chapin, AMM2c, USN, Dayton, Ohio, and Leonard D. Chesmore, ARM2c, USNR, Holliston, Mass. (all missing in action):** As crew members of a bomber on 24 December 1943, they skillfully manned their stations in a hazardous low-level bombing attack on air installations at Nauru Island. They continued to carry out their duties with cool efficiency until intense antiaircraft fire caused their plane to crash into the sea.

**Paul T. Garrison, ARM2c, USNR, Anderson, S. C. (missing in action) and Albert S. Moore, ARM3c, USNR, Fall River, Mass. (posthumously):** As combat crewman during attacks on Jap forces at Wake Island and Tarawa Atoll, they greatly assisted in the destruction of hostile ground installations, fuel and ammunition dumps and permanent installations at Wake and in the complete devastation of the above-ground installations at Tarawa.

**William D. Painter, ARM2c, USN, Boulder City, Nev. (posthumously):** Serving as a radioman in a torpedobomber during an attack on a U-boat, he remained at his post despite heavy antiaircraft fire. He established communications with other planes and his carrier, thereby contributing materially to the success of his pilot's attack.

**William E. Winter, ARM2c, USNR, Ypsilanti, Mich. (missing in action):** As first radioman of a bombing plane in the South Atlantic on 2 January 1944, when his plane was summoned to the vicinity of a blockade runner, he aided in locating the vessel and carried on his duties despite relentless antiaircraft fire. Later, he guided in a relief plane, thereby contributing to the destruction of a valuable enemy ship. His craft and its crew plunged into the sea because of engine trouble suffered in the encounter.

**William B. Gerrity, ARM3c, USN, Dunningen, N. J. (posthumously):** As radioman of a torpedo bomber during an attack on Truk Island on 16 February 1944, he rendered invaluable assistance to his pilot in the face of severe antiaircraft fire and, although mortally wounded, remained at his post until bombs had been released on the target.

**Dwight E. Nash, AMM3c, USNR, Decherd, Tenn. (posthumously):** As a crewman aboard a bomber, he steadfastly manned his station when a U-boat was sighted in the Bay of Biscay and rendered valuable assistance to his pilot during the subsequent determined and effective attack upon the enemy vessel.

**Bomber Squadron 104 Wins Presidential Citation**

For outstanding work in reconnaissance and search missions in the South Pacific, Bombing Squadron 104 has been awarded the Presidential Unit Citation. Known as the “Buccaneers,” the squadron utilized to the full the potentialities of the PB4Y and initiated the hazardous masthead height bombing attacks to insure direct hits on the targets. Planes from the squadron patrolled approximately 125,000 miles daily, regardless of weather, and inflicted substantial damage on Japanese ships and installations.
LETTERS TO THE EDITOR
(Continued from Page 36)

that of rear admiral on the active list. They are George Dewey, Admiral of the Navy, and David Dixon Porter, Admiral, all de
ceding to the United States at the time of their death. There are nine rear admiral
or subsequent to transfer to the re
tired list who, upon or subsequent to
their death, held the permanent rank of
admiral, and some of these admirals of
the period are known as "the nine admirals" (see Information Bulletin, April 1941, p. 36).—Ed.

PURPLE HEART
Sir: Am I eligible for the Purple Heart? I suffered a wound on an island in the South Pacific and, while I was working in a party chopping down coconut trees, a pilar fell on me and crushed my leg. As a result, it had to be ampu
tated.—T. F. B., Sf.

The Purple Heart is awarded to men whose wounds are a direct result of enemy fire, and you would not be eligible, since your injury and loss of a limb were the result of an accident.—Ed.

SEA AND SHORE DUTY
Sir: I have been advised from the States that men over 38 or 45 who have served over one year on ships may receive the privilege of requesting transfer to the U. S. to participate in war work. To what extent, if any, is this true?—L. H. S., CBM.

Your information must come from sources higher than the carrier you are on, since a determining factor in return from the fleet to the U. S. is whether or not your services are essential in the U. S. For information on the Navy's program for war work, see the latest advance bulletin—see Information Bulletin, March 1943.—Ed.

CIVILIAN DUTY
Sir: Has any medal or ribbon been au
thorized to cover service of civilian tech
icians on naval bases enroute in the United Kingdom and elsewhere in the war zone prior to 7 Dec. 1941?—A. J. G., CCM, unav.

No.—Ed.

GUADALCANAL AWARDS
Sir: Please tell me which ribbons and
medals I am entitled to receive for service at Guadalcanal continuously from August through December 1942 with units attached to the U. S. Marine Division (reinforced).—J. W. L., Jr. (No.

The President's Unit Citation ribbon is being displayed by personnel of units attached to or serving with the 1st Marine Division (reinforced) and subjected to combat in the zone of Tulagi-Guadalcanal, 7 Aug. to 8 Dec. 1942. They are also eligible for the Asiatic-Pacific Campaign Ribbon. One en
gagement star may be worn with it for participation in the Guadalcani-Tulagi landings, 7-9 Aug. 1942, and another by those who were in any battle in defense of Guadalcanal, 16 Aug. to 8 Feb. 1943, except while on active duty in the United States. See Information Bulletin, March 1941, p. 6.—Ed.

REENLISTMENT ALLOWANCE
Sir: I am a regular Navy man now in N.C.O.T.C. and have enlisted for seven years. I have been in the Navy eight years. I am interested in finding out the present pay for that length of service. I am 28 years old and I wish to extend for two years. Will I be entitled to shipping
over and travel money and travel allowance even though I am 28 years old?—A. J. G., CCM, unav.

Yes. A regular Navy enlisted man is eligible to receive and additional allowance for age and immediate reenlistment.—Ed.

REENLISTMENT
Sir: Enlistments of all men of the regular Navy on the United States and Marine Corps have been extended for the duration and six months thereafter. If a man doesn't ship over at the end of his regular enlistment out here in the Pacific, does he lose it? Is he discharged from service, or will he be given any time to go home? I want to stay in the regular Navy, but I don't want to ship over unless I'm sure of being there before seeing my family.—R. A. G., CCM, unav.

If you are on a U. S. ship and are directly engaged in a war zone, you are entitled to stay in the regular Navy, regardless of when you reenlist. You would have to be reassigned to yeoman duty at sea in order to be discharged.—Ed.

NO "PLOTTING YEOMAN"
Sir: Is there a specialist rating of "plotting yeoman" to which I might be assigned one time, in which that such a rate was to be established.—E. J. R., Yf, and CCM, Yf.

There is such a rating, nor is one con
templated.—Ed.

DOUBLE BONUS REPEALED
Sir: The World Almanac and Book of Facts page 342 published by The New York World-Tribune printed the fol
lowing: "Bonuses paid to sailors and non
commissioned officers of the Navy for re
enlistment are doubled under a new law. Regular sailors who received reenlistment bonuses of $50 for each year of service, with a limit of $300. Enlisted men's bonuses were $25 for each year of service, with a limit of $150." In April 1941 I reenlisted and received $300 for each year of my previous enlistment. Does the Navy still owe me money? —E. D.

No. The double enlistment allowance, originally $50 per year, was repealed by a subsequent act of 16 June 1942.—Ed.

WARRANT INSIGNIA
Sir: What insignia should a warrant officer wear on his overseas cap? Some say a device on both sides. —C. H., E.

Warrant officers wear the corps device on both sides of the garrison cap (Unif. Reg. 47-4, 2-12-43).—Ed.

USN AND USNR
Sir: I was induced into the Seabees last summer and classified AR-(CB)-USN (1-8A) (1-18-43). I am now in the USNR. What is the difference between USN and USNR?—P. J. S., A.C.

The USN (United States Navy) is the service which includes the submarine service, the patrol service, the patrol cruiser service, the shore service, and the auxiliary service. The USNR (United States Naval Reserve) is a separate and distinct service and is not included in the Navy. It is a voluntary service and is open to all men who are not members of the regular Navy. The USNR is a part of the United States Navy and there is no difference between the USN and USNR.—Ed.

TRANSFER OF SAs
Sir: I am in the Seabees and, because of a deficiency in eyesight, an SA man. (1) Is there a rate of SA in the Seabees? (2) Am I eligible for V-12 or V-7? I meet all requirements other than eyesight, which is correctible by glasses to 20/20.—N. J. H., Sr.

(1) In accordance with a recent directive, effective upon receipt of revised comple
ments, all Seabees are classified in General Service. (2) The vision requirement for V-12 is 20/20 correctable to 18/20, and this is not a rate. —Ed.

PROMOTION TO CPO
Sir: I am an old diesel-driven ship on which complement does not call for a CPO. I have met all the qualifications and was given the job when the new rule controlling advancements in excess of comple
ments was issued. I have been unable to find any possible way by which I may now make CPO.—P. J. S., A.C.

You can be advanced to CPO only to fill a vacancy in complement.—Ed.

OBSCURE ORIGIN
Sir: Just for fun, I'll bet the answer to Question 3 of "What's Your Naval IQ."

in March 1944 Issued by Life magazine is wrong in part. I believe the first five U. S. naval establishments to be the: (1) commissioned in 1775, not 1776; (2) as listed (the Alfred, Columbus, Atchafalaya, St. Narcisse) except the Cortez. I believe it was the Cabot and she was the Alfred, not the Cortez.—D. P. O., Ckm.

We're glad you're betting just for fun, sir, and are right on both the Alfred and the Cabot. Having gone deeper into the matter, however, we now aren't sure about the Providence. Authentic sources say only that the Marine Committee (or Navy Appropriations) Committee purchased the Alfred and Columbus on 171 Oct. 1776, and Andrea Doria on 19 Oct. 1776, and that four small vessels were the Providence, Hor
net, Wasp and Fly, had been added to the fleet by January 1776.—Ed.

CHANGE IN RATING
Sir: I enlisted as Yf, V-6, USN, 9 Feb. 1942. After four months, my rate was changed to Sp(1)c. I have been a CPO for 1 Oct. 1943. Since my en
listment, I have served aboard in conti
4. It would be possible for me to be reassigned to a different ship and retain my rate long enough to meet the requirements of a CPO, or would it be possible for me to attend a school service to qualify in the same pay grade for a general service rate?—E. D.

(1) Consideration would be given to an individual request submitted via official chan
nels. (2) Your promotion assignment but what does it imply—are we subject to change of rating?—Ed.

CAVALRY SALUTE
Sir: Your Jan. 1944 article, "The Sa
lute," states in the answer to Question No. 2, that an Army officer does not salute with the left hand. Perhaps this holds true for the infantryman, but not for the cavalryman, according to my understanding.

I believe a platoon sergeant must dis
mount when he reports to his platoon commander, holding the reins of his horse in his right hand and using the left hand to salute, and that this is the case with a mounted orderly preparing to ad
dress a dismounted officer, and a mounted junior officer reporting to his senior.—C. M. J. von Z., L., USN.

Headquarters of the Army Ground Forces (Requirements Section, Cavalry) says a cavalryman, like other Army per
sonnel, is permitted to salute with the left hand in all circumstances. When mounted, he holds the reins in his right hand and holds the reins in his right hand. On dismounting, he may place the reins over his right shoulder, hold them in his right hand and move to salute with the right hand: or he may hold the reins in his left hand and salute with the right. These rules are contained in Army Field Man
dual 2-4 (Animal Transportation) and the Army Cavalry Drill Regulations Manual.

MEDALS AND WINGS
Sir: I am attached to a shore station in continental U. S. but for over 10 months have made patrols by air in post
control airways beyond the three-mile limit as a relief crew member. Am I in the proper wartime situation to be awarded one of the medals and wings for those who serve outside continental U. S.?—C. M. J. von Z., L., USN.

(1) Yes—for those with 30 days or more permanent duty at a shore station and permanent duty in AS, or busy flying to, or returning from, sea area. (2) BuPers Cir. Cir. 173-19-43, 9 Feb. 1943, ed., is a air
crew insignia for men who have served, subsequent to 7 Dec. 1941, in a total period of air crew service of not less than six months, and who is a commissioned officer, enlisted personnel, or permanently assigned member of the air crew of an AS or busy flying to, or returning from, sea area. See the letter for further details. (3) Please ask the CPO of your CO. (4) Yes, for service outside the three-mile limit.—Ed.
SYMPATHY CHITS
SIR: In your April 1944 issue, page 76, you reproduced the text of a sympathy chit which the chaplain handed to a corporal, who had a sad story. I was always under the impression that the real sympathy chit is one entitling a man to see the chaplain. Incidentally if I am right would you reproduce the latter sympathy chit—B.O.L., S2c, USN, who has often needed a sympathy chit.

CORRESPONDENCE COURSES
SIR: In any way I could get two semesters of college credit by correspondence in order to qualify for the Navy's correspondence courses?—E.P.R., WT2c.

EDUCATION
SIR: At present, I am on active duty in the regulars on a six-year cruise. Due to the fact that I was called into service as a reservist from school, am I prevented from taking officer training? If I had completed only 11 years of schooling when I was called—R.W., W1c.

LINGUISTS AS YEOMEN
SIR: I speak, read and write six foreign languages and, though rated as a yeoman, have been serving in the Navy since my enlistment in January 1942. (1) Can the requirement in short hand be modified, if the personnel are, in general, highly qualified, who don't use it in their work? (2) Is there any provision for a special rating for enlisted men qualified as linguists?—M., Yic.

TMV IS 'LEFT-ARM' RATE
SIR: Is the rating TMV (torpedoman's mates aviator) a rating in the aviation branch or the aviation branch? The May 1944 INFORMATION BULLETIN listed it in the latter; but if so, why are men of that rating wearing their rating badge on the right arm, where only the aviation branch is to be worn?—H. L. F., BM2c.

Correction
In the January 1944 issue of the INFORMATION BULLETIN, it was indicated that an officer salutes an enlisted man when receiving him a decoration or citation (pages 18, 49). While no specific regulations were referred to, it was stated that an enlisted man after receiving an award should pass the saluting officer and the officer returns the salute.

Page 21
Casualties
(Continued from Page 15)

And another:
"Dear Sirs:

"I have received the document signed by the President which you sent me concerning the death of my son. I am very proud of this and sincerely thank you for it."

The story of the USS Helena, now known throughout the Navy and the world, was a tragic tale to the personnel whose duty it was to inform the next of kin of casualties that their men in service had been killed, were missing or had been wounded in action when our "fightingest" cruiser went down gloriously, early in the morning of 6 July 1943.

The morning after that hell-roaring battle, 166 of the Helena's company found themselves swimming alone, in small groups, or in a6onely, hostile sea. Most of them reached Vella Lavella after a day and a night. They were rescued 10 days later, following one of the most amazing feats of navigation in all history, by a United States destroyer task unit.

When the 166 Helena survivors had been landed on Guadalcanal there began the long but pleasant task of sending via Navy communications the names of the men who had lived to fight the foe again.

 underscored by the British Admiralty authorized by the three white lines the Red Lion and the Union Jack with the words "on the next of kin to the Government in payment of war debts"

The U. S. Navy picked up the idea from the British. (If you have a different version, send it along to the editor.)

Yecoman Gets College Degree by Completing Studies Through Correspondence Courses Arranged by Navy

Laurence W. Soule, 56, YC, USNE, recently became the first person in the naval service to receive a college degree by completing his studies through correspondence courses arranged by the Educational Services Section of BuPers.

Soule, whose home is in Palermo, Me., is on duty in BuPers in Washington, D. C. He received the degree of Bachelor of Science from the University of Maine, Orono, Me. When he enlisted in the Naval Reserve on 12 Mar. 1942, he lacked 15 hours of credit toward his degree. In January of this year he began a schedule of 12 credit hours of study by correspondence from the University of Maine through the Educational Services Section. He also undertook additional studies at George Washington University, Washington, D. C.

Through the United States Armed Forces Institute, service personnel stationed in this country are permitted to take only one subject at a time. (Personnel outside continental limits may take two courses at a time.) Soule did this and in quick succession completed courses in history of education, tests and measurements, educational psychology, public finance and high school curriculum.

Before entering the Navy, Soule was head of the bookkeeping department and an athletic coach at Cony High School, Augusta, Me.

The Educational Services Section, only a year and a half old, is carrying on an extensive voluntary educational program all over the world. During the past year over 120,000 persons in the Navy have enrolled in group classes in a wide variety of subjects organized by Educational Services officers. Over 70,000 have enrolled for correspondence courses through the Armed Forces Institute.

Three different types of organized study are provided: (1) Group classes — enrollment free and all instructional materials generally provided; (2) Institute courses — a Marine fee of $2 although upon maintenance of a satisfactory record, additional courses can be taken without charge; (3) correspondence courses from 83 colleges and universities cooperating with the Institute, the enrollee paying half the fee, the Government paying the other half up to $20.

Information concerning any phase of this educational program may be obtained from Educational Services and education officers, chaplains, librarians and commanding officers. (See also back cover, this issue of the Information Bulletin.)

Through this program almost every type of course is available to personnel in the Navy. The USAFI lists many hundreds. There is even an off-duty acrobatics class, in case you are interested.

Answers to Quiz on Page 26

1. (b).

2. Ladrones or Ladrone. (The word means "robbers" in Spanish; the islands were so named by Magellan, who discovered them in 1521, because of the thieving propensities of the inhabitants.)

3. (a) Coiled flat on the deck, each fake outside of the other beginning in the middle and all close together; (b) coiled so that each fake overlaps the next one underneath.

4. On the right side. (All other officers authorized to wear aiguillettes wear them on the left side.)

5. Gong, bell, whistle and horn (trumpet).

6. (1) Atoll in Marshall Islands; (2) Island in Kuril Islands; (3) Island in Bonin Islands; (4) Island in the Kuril Islands; (5) Island in the Pacific near the Equator, 167 degrees East Longitude.

7. True.

8. Gangway ladder.

9. Noemfoor. (Noemfoor to Manila, 1407 nautical miles; Saipan to Manila, 1576 nautical miles.)

10. (a).

11. Two square flags, red with black centers, one above the other, displayed by day; or two red lanterns, with a white lantern between, displayed by night.

12. True.

13. (2).

14. Vice Chief of Naval Operations.

15. (1) 28 to 33 knots; (2) 34 to 40 knots; (3) 41 to 47 knots; (4) 48 to 55 knots.

16. Surveying ships.

17. Silas Deane, John Adams and John Langdon. (The Continental Congress, in October 1775, appointed the three men as a committee with the power to outfit two warships for service against the British.)

18. Two, (b) and (c)—they refer to the frayed, untidy or untwisted end of the rope.

19. (a).

20. (c).
HOW AND WHEN YOU MAY VOTE (IX)

The new Servicemen's Voting Law (Public Law 277-78th Congress) provides that "there shall be delivered" to each eligible person a postcard (USWBC Form No. 1) not later than 15 August outside the United States, and not later than 15 September inside the United States.

The Navy Department defines an eligible person as any citizen who is a member of the armed forces of the United States, the merchant marine or of the American Red Cross, the Society of Friends, the Woman Auxiliary Service Pilots or the United Service Organization if attached to and serving with the armed forces and who will be 21 years old on 7 November, 1944 (15 for citizens of Georgia). Inasmuch as the state is the sole judge as to eligibility, all doubts should be resolved in favor of delivering postcards.

The following instructions concerning the delivery of such postcards have been issued by the Secretary of the Navy (Circular Letter dated 23 May 1944):

*For general. Postcards should be distributed, if practicable, at muster or when the entire command (including attached civilians) is present. A roster, in duplicate (including attached civilians) should be employed in order to provide a record of the distribution. An appropriate notation should be made opposite the name of each eligible person to whom a card is delivered. A distinguishing notation should also be made opposite the name of each ineligible person. Those not present at the time and place of distribution, either because of change of station, leave, sickness, confinement for disciplinary reasons, or other causes, should be provided with postcards at the earliest opportunity and an entry should be made on the roster.

*Outside the United States. Postcards should be distributed outside the United States at such time prior to 15 August as will most likely insure their receipt in the several states on or about 20 August. Factors, such as pending military operations within the knowledge of the appropriate commanding officer, will govern in the determination of that time. Premature delivery is to be avoided as it will increase the possibility of a change in the service address of the individual occurring between the mailing of the postcard and the receipt of the state ballot.

"Inside the United States. Postcards should be distributed inside the United States on or about 20 August."

In compliance with these instructions, the voting officer of each unit of the Navy, Marine Corps and Coast Guard will distribute to the personnel attached to his unit the postcard, a reproduction of which appears with this article. This postcard is accepted by 47 of the 48 states as a valid application for a state absentee ballot. It is not so accepted in South Carolina.

Therefore, in the event that a serviceman who will be of voting age as of 7 November is not delivered the postcard (USWBC Form No. 1) by the dates indicated above, he should immediately notify the voting officer of his unit to that effect. A voting officer, so notified, shall promptly furnish him with the postcard.

* * *

Seven states and the Territory of Hawaii will hold their primaries between 15 August and 7 October, inclusive. One state, Maine, will hold its general election on 11 September for all state and local officials as well as for representatives in Congress. The Territory of Alaska will hold its general election on 12 September.

The following has been prepared to stress certain procedures common to.

<table>
<thead>
<tr>
<th>State or Territory</th>
<th>Primary or Election date</th>
<th>Earliest date State will receive serviceman's application for regular state absentee ballot covering all offices to be voted on</th>
<th>Latest date application for ballot will be received</th>
<th>Date on or before which returned ballots must be received back in order to be counted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alaska1</td>
<td>12 Sept.</td>
<td>9 Sept.</td>
<td>9 Sept.</td>
<td></td>
</tr>
<tr>
<td>Colorado</td>
<td>12 Sept.</td>
<td>No time limit</td>
<td>9 Sept.</td>
<td></td>
</tr>
<tr>
<td>Hawaii</td>
<td>7 Oct.</td>
<td>No provision for absentee servicemen voting.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maine2</td>
<td>11 Sept.</td>
<td>At any time</td>
<td>11 Sept.</td>
<td></td>
</tr>
<tr>
<td>Nevada</td>
<td>5 Sept.</td>
<td>At any time</td>
<td>2 Sept.</td>
<td>5 Sept.</td>
</tr>
<tr>
<td>South Carolina</td>
<td>23 July1</td>
<td>At any time</td>
<td>25 July</td>
<td>22 Aug.</td>
</tr>
<tr>
<td>Texas</td>
<td>22 July</td>
<td>At any time</td>
<td>16 July</td>
<td>19 July</td>
</tr>
<tr>
<td>Utah</td>
<td>11 July</td>
<td>At any time</td>
<td>6 July</td>
<td>11 July</td>
</tr>
</tbody>
</table>

1On 12 September, Territory of Alaska will hold its territorial election.
2On 11 September, Maine will hold general election for representatives in Congress and state and local offices.

Serviceman must take special steps, other than mailing postcard (USWBC No. 1) and executing state absentee ballot in order to be registered for voting. See comments on individual states on next page.
all states and to point out provisions of state law of particular states. The following five points are emphasized:

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

2. The serviceman should print or type his name, service number and address under his signature on the postcard application.

3. The serviceman, upon receiving his absentee ballot, should execute it in accordance with instructions accompanying it and return it at once.

4. No commissioned, warrant, noncommissioned or petty officer should attempt to influence any member of the armed forces to vote or not to vote for any particular candidate.

5. In the event that the voting officer by reference to the Navy Voting Manual is unable to provide a satisfactory answer to a question of a serviceman as to his eligibility to obtain a complete state ballot, such question should be immediately referred by the serviceman to the secretary of state of the state of his residence. In this situation a postcard should nevertheless be delivered to the serviceman.

COMMENTS

ALASKA holds its territorial election on 12 September. No further election is held in November. The postcard which is available from the commanding officer will be honored. No further steps are necessary to effect registration.

COLORADO holds its primaries on 12 September. Servicemen may use postcard application available from commanding officer. Previous registration is not required.

HAwAIi has no provision for absentee voting for servicemen. Voter must appear in person in his home precinct or at a polling place in the territory, designated by the Governor.

LOUISIANA permits servicemen to apply for state absentee ballot by mailing the postcard available from commanding officer. One application is sufficient for both first and second primaries. The laws of Louisiana affecting these primaries require personal appearance by a prospective voter before proper registration officials within the state in order to effect registration.

MAINE holds its state election on 11 September. At this election voting will be for representatives in Congress and state and local officials. The postcard which is available from the commanding officer will be honored as an application for a ballot and for registration. Voting for President and Vice President will take place at the general election to be held on 7 November. One application is sufficient for both elections.

NEVADA holds its primaries on 5 September. The postcard application available from the commanding officer will be honored. No registration is required.

SOUTH CAROLINA held its first primaries on 11 August. Servicemen may request a primary ballot, if enrolled prior to August, by mailing the postcard application which is available from the commanding officer will be honored. No further election is held in November. No registration is required.

TEXAS holds its first primary on 22 July and its run-off primaries on 26 August. The postcard application which is available from the commanding officer will be honored. One such postcard application will be treated as an application for both first and run-off primaries.

Utah holds its first primaries on 11 July and its run-off primaries on 12 August. The postcard application which is available from the commanding officer will be honored. One such postcard application will be treated as an application for both first and run-off primaries.

Wisconsin holds its primaries on 15 August. The postcard application which is available from the commanding officer will be honored. One such postcard application will be treated as an application for both first and run-off primaries.

20 States Authorize Use of Federal Ballot

Following is the text of Almanac No. 135, issued on 15 July 1944:

Voting by Federal ballot under Public Law 277-78th Congress (Servicemen's Voting Law): Pursuant to the provisions of Title 3, Section 302, of Public Law 277-78th Congress, the governors of the 45 states have made the required certifications. The governors of the following 20 states have certified that the laws of their respective states authorize voting in the November general election by Federal ballot: California, Connecticut, Florida (Florida authorizes use of Federal ballot only by members of armed forces, women air service pilots and merchant marine), Georgia (Georgia authorizes use of Federal ballot only by members of armed forces), Maine, Maryland, Massachusetts, Michigan, Nebraska, New Hampshire, New Jersey, New Mexico, North Carolina, Oklahoma, Oregon, Rhode Island, Texas, Utah, Vermont, Washington.

Members of the armed forces, "attatched civilians" and "members of the merchant marine" outside the United States, who are of voting age and who are citizens of the foregoing states, may be furnished the Federal ballot if they will make oath that they applied for state absentee ballots before 1 Sept. 1944 and did not receive them by 1 Oct. 1944.

The Federal ballot must not be furnished to citizens of the foregoing states inside the United States. The governors of the 28 states not included above have certified that the laws of their respective states do not authorize voting in the November 1944 general election by Federal ballot. The Federal ballot must not be furnished to citizens of these 28 states, inside or outside the United States.

OFFICIAL ELECTION WAR BALLOT—VIA AIR MAIL

SECRETARY OF STATE OF

(Printed Name)

(Printed Address)

OFFICIAL ELECTION WAR BALLOT—VIA AIR MAIL

Secretary of State of

(printed)

(printed)

NO POSTAGE NECESSARY—U.S. MILITARY POSTAGE

Official postcard application (USWBC Form No. 1) for absentee ballot. The address side (left) is printed in red.
Emergency Message Aid Offered Families Of Shore Based Personnel Outside U. S.

Naval personnel stationed at shore bases outside the United States proper are urged to inform their families of the emergency message service now offered by the American Red Cross. It is suggested that news of a man's death be sent home to families now, so that they will have it available should the need for it ever arise.

When a family wishes to communicate to a Navy man the news of a sudden death or serious illness at home, the Red Cross will undertake to provide, wherever possible, for personal delivery of the message to the family by the nearest Red Cross field director. News of a birth in the family may also be transmitted when commercial facilities for sending the message are not available to the family.

The service will be provided for all naval personnel should communicate with them fully by V-Mail when they have news of illness or death to impart.

The Red Cross service is not intended to conflict in any way with the Red Cross service. It is entirely possible that communications in extreme cases may be parallelized through two or more of the channels—the Red Cross, the Navy Department or V-mail.

But whatever means of communication is used—whether by V-mail direct from the family, or by the Navy Department—the advice on page 67 of the INFORMATION BULLETIN for July 1944 should be heeded: families of all naval personnel should communicate with them fully by V-Mail when they have news of illness or death to impart.

The Red Cross service is not intended to conflict in any way with that advice. What it does provide is personal delivery of the message by a field director who has full information, who can offer his services to the man and who can also provide assurance that the man will later receive written communication from his family concerning the matter.

The service is a two-way one in that naval personnel at overseas bases may also request Red Cross field directors to obtain information concerning their families if they have reason to believe there has been an emergency at home. This will sometimes occur when a man hears indirectly, perhaps through letters received by his friends, of some crisis occurring at home concerning which he has had no information himself.

While the Red Cross is unable to guarantee delivery in every case, as there may occasionally be a locality where radio facilities are unavailable to it or where field directors are unable to contact the naval personnel involved, the service will cover most shore-based personnel of the Navy outside U.S. limits.

Reserve Officers Eligible To Command Joint Forces In Accordance With Rank

Navy Regulations were changed last month to make Naval Reserve officers qualified for general line duties equally eligible with those of the regular Navy, in accordance with rank, for command over joint forces composed of units commanded by both.

The change was announced by SecNav on 11 July 1944 in Alnav 130-44, superseding Alnav 36-44 under which reserve officer COs of or above the rank of commander had been made junior to commanders of the regular Navy acting as COs with or in the same forces.

The new Alnav changes Art. 150 (8), Paragraph 8, Navy Regs, to read:

"For the purpose of determining who shall exercise command over forces acting in conjunction, composed of vessels commanded by officers of the Naval Reserve and vessels commanded by officers of the regular Navy, or over military units composed of forces acting in conjunction, commanded by officers of the Naval Reserve and officers of the regular Navy, Naval Reserve officers qualified for general line duties shall be eligible for command in accordance with rank, unless a specific officer shall have been ordered by higher authority to command the forces."

Individual Authorization Required for Wearing Of Commendation Ribbon

A letter of commendation addressed by SecNav or a commander-in-chief of a fleet to a particular group or unit is not an individual letter of commendation to each member attached to it, according to a decision approved by SecNav, and does not authorize the members to wear the Commendation Ribbon.

Since Alnav 11-44 requires that letters of commendation for services since 11 Jan. 1944 must contain in the text the authorization to wear the Commendation Ribbon, the decision applies specifically to letters of commendation for services rendered between 6 Dec. 1941 and 11 Jan. 1944.

For such services, the ribbon may be worn only by those named individually in letters of commendation by SecNav, Cominch, CinPac or CincLant.

The decision is announced in BuPers Circ. Ltr. 192-44 (N.D.B., 15 July 1944 44-811).

Page 65
U. S. Steps Up Maternity And Infant Care Program For Servicemen's Families

A half-million service men's wives and babies, it is anticipated, will be cared for in the next 12 months under the emergency maternity and infant care program for which Congress has appropriated $42,800,000, Katharine F. Lenroot, chief of the Children's Bureau, U. S. Department of Labor, said last month.

More than 40,000 cases are now being authorized monthly. Since the beginning of the program in March 1943, through May of this year, more than 355,000 mothers and babies have had this help from the Government.

The care is available to wives and infants of men in the four lowest pay grades, including aviation cadets.

The money is allotted to state health agencies by the Children's Bureau, which administers the program, to provide medical, nursing and hospital care for the service man's wife during pregnancy, childbirth, and for six weeks after childbirth, and for the infant throughout his first year of life.

The emergency maternity and infant care program is now in operation in all the states, the District of Columbia, Hawaii, Alaska and Puerto Rico, and care is available to the service man's wife and infant in whatever state they happen to be. No residence requirement is made and no inquiry is made into the financial status of the applicant.

Application blanks for this care can be obtained from a physician, the local Red Cross or from the office of the local health department. The blanks must be filled out by the wife and countersigned by the physician. The completed application forms should be sent to the health agency of the state in which the applicant is residing—not to the Navy—and inquiries should also be addressed there. Application for this aid must be completed prior to receiving hospitalization.

Class V-4 Personnel to be Shifted to Yeoman V-6

Class V-4 of the Naval Reserve (Intelligence) has been abolished, effective immediately.

V-4 personnel who meet the requirements for yeoman prescribed by Art. D-5297, BuPers Manual, and who are physically qualified, will be changed to Yeoman V-6 in the same pay grade.

Those not qualified for yeoman or not meeting the physical requirements for V-6, or both, will be changed to Specialist (X) (ID), V-6, in the same pay grade.

No qualifications for Sp (X) (ID (Intelligence Duty)) will be published. Advancements in rating of Sp (X) (ID) personnel, to fill vacancies in complement, may be made under provisions of BuPers Circ. Ltr. 134-44 (N.D.B., 15 May 1944, 44-821). The current basic directive for advancements of enlisted personnel, except that qualifications will be determined by observation of performance of assigned duties.

For details, see BuPers Circ. Ltr. 205-44 (N.D.B., 15 July 1944, 44-821).

Admiral Nimitz Urges Full Participation in Government Insurance 'Opportunity'

The following endorsement of National Service Life Insurance is quoted from a letter from Admiral Chester W. Nimitz, USN, Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas, to the Pacific Fleet and naval shore activities, Pacific Ocean Areas.

The Commander in Chief is pleased to note the progress which the majority of ships and shore activities have made towards the fulfillment of the Naval Life Insurance Program. However, it is evident from reports received that there are certain units which still have a large number of personnel attached who do not carry the full $10,000 of Government life insurance. Every effort should continue to be made to encourage this group to fully participate in this most worthwhile opportunity.

Information and general assistance in connection with the Naval Life Insurance Program as well as Veterans Administration insurance forms may be obtained from the Life Insurance Section, Commander Service Force, Pacific Fleet; the District insurance officer of any naval district or from the insurance officer attached to Commander South Pacific Force.

Adequate Supplies of Tax-Free Cigars Assured for Personnel Outside U. S.

Adequate supplies of tax-free cigars for the stock of ship's service stores outside the 48 states and the District of Columbia have been arranged by BuPers and are available to the stores on a cash basis.

These stores will no longer be able to obtain any cigars from manufacturers in the U. S., as a practical matter, but must buy them through naval sources, inasmuch as the manufacturers, having made a definite allocation for distribution via naval channels, will not deliver against ship's service orders.

For details, see BuPers Circ. Ltr. 205-44 (N. D. B., 15 July 1944, 44-821).

"Better make that a square knot, the Commander is looking."

"Leave it to him to let us know be made chief."
Uniforms for Chief Cooks, Chief Stewards Now Same as for CPOs

Inclusion of the petty officer eagle and chevrons in the rating badges of chief cooks, chief stewards, cooks and stewards has been authorized in changes in Navy Uniform Regulations approved by SecNav.

Their specialty mark remains the same. Insignia of rating on the working uniform will consist of blue markings on a background to match the color of the uniform.

The changes (BuPers Circ. Ltr. 182-44, N.D.B., 30 June 1944, 44-000) provide that chief cooks and chief stewards may wear the same uniform as that of chief petty officers, except for the officer's raincoat. The cap device will be that of CPOs, the fouled anchor.

Chief cooks and chief stewards and cooks and stewards may wear the Type I and Type II raincoats as prescribed in Art. 4-23, Uniform Regs., but not the officer's raincoat approved for CPOs to avoid purchase of two raincoats in connection with rapid promotion through CPO to commissioned or warrant rank.

For cooks and stewards the uniform is now the same as that for CPOs, except that they will continue to wear the "U.S.N." cap device and the black buttons on the chin strap. Their rating insignia will conform to that of POs, with one, two or three chevrons to designate third, second or first class respectively.

Chief cooks and chief stewards and cooks and stewards also may wear the garrison cap with their respective cap devices.

During the necessary transition period, they will be permitted to wear their present uniforms and insignia until no longer serviceable.

Men in 15 CB Ratings To Be Shifted to General Service

Transfer of enlisted Construction Battalion personnel in 15 ratings from CB to general service classification, with also a change of rating for three of them, has been directed by BuPers, to be carried out as soon as revised CB complements, now being prepared, are issued by the Bureau.

The revised complements will include general service and specialist ratings as well as CB ratings.

The changes from CB to general service classification, without change of rating, are from: Bkr(CB) to Bkr, CCS(CB) to CCS, F(CB) to F, M(CB) (Coppersmith) to M, M(CB) (Sheet metal worker) to M, Prtr(CB) to Prtr, Prtr(CB) to Prtr, S(CB) to S, SC(CB) to SC, SM(CB) to SM, Y(CB) to Y.

Changes of both classification and rating are from: MM(CB) (gas and diesel repair) to MoMM; MM(CB) (refrigerator) to MMR, and MM(CB) (shop) to MMS.

Authority for the changes is contained in a BuPers letter of 23 June 1944 (Pers-67-Bt QR/P17-2/MM) to all CB activities. In general, advancements and changes of status of enlisted Seabees are governed by the basic enlisted directive, BuPers Circ. Ltr. 194-44 (N.D.B., 15 May 1944, 44-569), except that commanding officers may waive specific qualifications for general service rates or any part of a prescribed training course which can be fulfilled or completed only by those serving afloat or who have served afloat.

Rated Seabees may be advanced only to fill vacancies in complement in CB ratings. Non-rated personnel in CB activities may be advanced to either a general service or CB rating to fill vacancies in complement.

Qualifications set forth for Seabees by the Chief of BuDock are required until the new qualifications are published by BuPers.

To assure positive identification of personnel in CB ratings (but not personnel in general service ratings, even though attached to CB units), the designation "CB" is always indicated as an integral part of the rating in official correspondence, service records and transfer orders—for example, CM2c(CB). A particular specialty, such as electrician's mate (line and station), is indicated in the man's service record.

The Construction Battalion distinguishing mark will be worn by all CB personnel, including general service and specialists, while assigned to CB activities for duty.

Personnel Warned About Carrying Uncensored Personal Communications

The Office of the Chief of Naval Operations has warned naval personnel and civilians under the jurisdiction of the Navy that the carrying of uncensored personal communications on the person or in baggage into or out of the U. S. without having such communications cleared, is a violation of the Navy's rules on censorship and of Federal law.

The warning cited Sec. XII, U. S. Navy Censorship Regulations, 1943, which requires submission to U. S. Customs of all forms of communication not entering or leaving the country in the regular mails, and Subsec. 3(e) of Sec. III, Trading with the Enemy Act, which states that communications must be submitted to censorship authorities on entering or leaving the U. S. Persons guilty of violation of this law are subject to a fine of $10,000, or an imprisonment up to 10 years, or both.

Revised Insurance Rules Compiled in Joint Letter

BuPers and BuS&A have issued a joint letter (N.D.B., 30 June 1944, 44-765) containing revised information and instructions concerning National Service Life Insurance, U. S. Government Life Insurance and premium-paying insurance allotments. The letter covers changes of procedure made necessary by recent legislation and regulations.

Ship's Service Only Agency Authorized to Sell Aircrcew, Submarine Combat Insignia

Qualified naval personnel are authorized to purchase either the Aircrcew Insignia or the Submarine Combat Insignia only from ship's service stores, and then only upon presentation of their authorization to wear the insignia.

This warning was issued by BuPers because of the fact that large quantities of the Aircrcew Insignia and the Submarine Combat Insignia are being sold contrary to regulations. These insignia are highly prized by those who have earned the right to wear them, the Bureau pointed out, and it is most undesirable that they be cheapened by being sold to anyone else or purchased from unauthorized sources.

For details, see BuPers Circ. Ltr. 197-44 (N. D. B., 15 July 1944, 44-815).
1,000 From Fleets, U. S. Stations To Be Picked For Next V-12 Class

A revised directive, setting the quota of officer candidates scheduled to enter the Navy V-12 Program on 1 Nov. 1944 at approximately 1,000 enlisted men of the regular Navy and Naval Reserve and making changes in the system of selection, has been announced by BuPers.

Added to this increment of V-12 men will be those reassigned to the program from V-5 (aviation) training who left V-12 in good standing (INFORMATION BULLETIN, July, p. 69).

None of the 1,000 or the reassigned V-5 men, however, will be assigned to the pre-medical or pre-dental quotas.

The new V-12 increment was announced to the naval service through Anav 124-44 and BuPers CIRC. LTR. NO. 187-44 (N.D.B., 15 July 1944, 44), the latter canceling existing instructions covering the selection of enlisted personnel for the V-12 program.

The following V-12 quotas are established by the latest directives: to be selected by the Commander Service Force, Atlantic Fleet, Subordinate Command, 270; Commander Service Force, Pacific Fleet, Subordinate Command, 540; Chief of the Bureau of Yards and Docks (all CB personnel), 65; from all other activities, ashore and afloat, not included in the commands listed above, 350. This last quota includes such activities as Armed Guard, new construction details and special project and advance base details forming in the U. S.

The combined quotas total 1,225 men, but it is not expected that the number of V-12 trainees who will report will exceed the 1,000 over-all quota for November.

Applications for V-12 training from men from the fleets and from shore stations outside continental U. S. will be submitted to commanding officers, who will select the men best qualified for transfer to V-12. When the selections have been made, COs, when so instructed, will transfer the successful applicants to the U. S. Naval Reserve Pre-Midshipmen's School, Asbury Park, N. J., travel to commence in time to permit arrival on or about 1 Sept. 1944, if possible.

At the Pre-Midshipmen's School, commencing 1 Sept. 1944, candidates will be given academic refresher training, at the end of which a qualifying examination will be given. Men who fail during or upon completion of this training to demonstrate requisite scholastic aptitude or background to carry on in V-12, or who fall below officer standards physically, in conduct or aptitude, will not be assigned to V-12 units on 1 Nov. 1944 but will be returned to general service.

Applications from domestic shore stations will be submitted by COs to the nearest Office of Naval Officer Procurement, to arrive not later than 15 Aug. 1944. ONOPs will return promptly to each CO an appropriate number of V-12 qualifying examinations, to be administered to the applicants in accordance with accompanying instructions. After all candidates have been processed, final selections will be made by the ONOPs to fill quotas assigned by BuPers.

It is expected that final selections from U. S. shore stations will be made on or before 20 Sept. 1944. Orders assigning successful applicants to V-12 units on 1 Nov. will be issued directly by BuPers.

COs have been directed by BuPers to consider for V-12 only those applicants who apply voluntarily, understand fully that an extended period of college academic training is involved, meet all prescribed requirements and are considered to be definitely outstanding for training as officer candidates.

Candidates, to be considered, must be on active duty, male citizens of the U. S., less than 23 years of age on 1 Nov. 1944, unmarried and agree to remain unmarried until commissioned, unless otherwise separated from the program. They must be high school graduates or have been in attendance at or accepted for admission by an accredited college or university. Their high school or college transcript must show successful completion of courses in elementary algebra and plane geometry. Additional courses in mathematics and physics are desirable.

The applicants must have passed the old General Classification Test (O’Rourke) with score of 85 or higher, or the new GCT, Forms 1 and 2, with a score of 85 or higher.

The physical requirements are: height, minimum, 5 ft. 5½ in., maximum, 6 ft. 4 in.; vision, 20/20 in each eye correctible to 20/20; color perception, normal; weight, in proportion to height; teeth, 20 vital, serviceable, permanent teeth, including 4 opposed molars, 2 of which are directly opposed on each side of dental arch, and 4 directly opposed incisors.

Men who have previously been separated from the V-12 program or from reserve midshipman training must have completed six months sea duty before reapplying for the program.

Applicants will be permitted to express a preference for assignment to a specific college among those under contract with the Navy and for the courses they wish to pursue. However, the needs of the naval service will be the final determining factor in making assignments. Any student who falls below required officer standards educationally or physically or in conduct or aptitude will be returned to general duty. An enlisted man dropped from training, except for disciplinary reasons, may, upon return to general service, have his rating changed to that previously held, provided he is found qualified for such rating at that time.

COs have been directed by BuPers not to forward requests for waivers of any kind, because they will not be considered.

Ford Islander (NAS, Pearl Harbor)

"How's liberty around here, fellows?"

Page 68
No. 111—Directs that applications for transfer to regular Navy of Chaplains BSNK now on active duty, submitted in accordance with Alnav 62-44, be forwarded with or without ecclesiastical endorsement of applicant's church. If application is not accompanied by endorsement, endorsement should be forwarded by applicant or his church direct to BuPers.

No. 112—Relates to orders to officers for temporary additional duty in Pacific Area.

No. 113—Supplements Alnav 96-44, relating to administration of the Servicemen's Voting Law.

No. 114—Announces ruling of Department of Agriculture of Bermuda that all shipments of unrefined vegetable and commercial shipments of cut flowers entering Bermuda from 1 June to 30 Sept. 1944 inclusive must be accompanied by certificates to the effect that they have been examined by an authorized official of U. S. Department of Agriculture and are free from vampire beetle.

No. 115—Supplements Alnav 110-44 (placing all advancements to PO ratings on temporary basis) to provide that former regular Navy personnel in V-5 or V-7 who become inapt may be given option of reenlisting in regular Navy.

No. 116—Directs that COs, in buying magazines or newspapers with Government or ship's service funds, determine and certify that the publications represent preference of personnel in their commands.

No. 117—Announces that commuted midshipman, hospital and leave ration values for fiscal year 1945 remain same as for 1944—65, 85, 80, and 65 cents respectively.

No. 118—Authorizes round-trip transportation, subsistence during travel and 50 a day subsistence at place of holding court for enlisted personnel ordered to a locality other than immediate locality of present station for appearance as Government witnesses in Federal courts.

No. 119—Requests report by all ships, stations and activities to BuPers, with 1 July roster of officers, of reserve officers desiring transfer to regular Navy.

No. 120—Cites, and provides for compliance with, Section 202, Public Law 358, signed by President 27 June 1944, providing for summary removal from office of any officer or Government employee who uses or authorizes use of Government passenger vehicle for other than official purposes.

No. 121—Announces appointment of certain lieutenant commanders of the line on the active list of the regular Navy and the Naval Reserve to the rank of commander for temporary service to rank from 15 March 1944.

No. 122—Announces appointment to next higher rank, to rank from 1 July 1944, of ensigns and lieutenants (junior grade) on the active list of the regular Navy, Naval Reserve and Women's Reserve, line and staff, with continuous active duty in their respective ranks since 1 May 1948.

No. 123—Announces appointment to chief warrant rank for temporary service, to rank from 1 July 1944, of those warrant officers on the active list of the Navy and the Naval Reserve with continuous active duty since 1 May 1948 or earlier.

No. 124—Announces establishment of quota of approximately 1,000 enlisted men for the fifth increment of the V-12 program to start 1 Nov. 1944 (story on page 68).

No. 125—Lists naval, Marine Corps and Coast Guard personnel entitled to exchange relief, in accordance with Executive Order 9449, effective 1 July 1944.

No. 126—Requests report to BuPers, with 1 Aug. roster of officers, of present desires regarding transfer to regular Navy of reserve officers not reported on in accordance with Alnav 119 (above).

No. 127—Requests naval activities and naval vessels operating outside U. S. to report all provisions received from Army or Allied Nations as receipts on ration records S&A Form 45 under appropriate headings.

No. 128—Directs that treasurers or custodians of recreation funds, welfare funds, ship's services and post exchanges outside continental U. S.—or within U. S. when directed by the CO in order to comply with security requirements—shall not draw checks against their banking accounts for direct payment of local obligations. Such obligations must be paid for either by cash or U. S. Treasury checks. Sets forth procedure for carrying out this policy.

No. 129—Announces that animated film, "Voting Procedure for Armed Forces Personnel," will be available to each command outside U. S. for showing between 10 Aug. and 1 Oct. 1944. Directs COs to make film available to all affected naval, Marine Corps and Coast Guard personnel to greatest extent possible. Sixteen or 35-millimeter prints are available from Training Aids Libraries, Marine Corps Training Aids Libraries or Central Aviation Film Libraries.

No. 130—Makes reserve officers qualified for general line duties eligible for command in accordance with rank (see story, page 65).

No. 131—Directs that Federal ballots not be furnished to servicemen prior to 2 Oct. 1944.

No. 132—Cites, for compliance, Sections 104 and 105, Servicemen's Readjustment Act of 1944, Public Law 546 (see story on page 3).

No. 133—Announces that Navy Independence Day cash war bond purchases exceeded $47,000,000, doubling the $23,000,000 previous high record of last Pearl Harbor Day and bringing total bond investments of naval, Marine Corps and Coast Guard personnel to over $790,000,000.

No. 134—Cites Public Law 417, approved 3 July 1944, which provides that suits against U. S. under Public Vessels Act may be postponed if SecNav certifies they would endanger security or interfere with naval operations.

No. 135—Lists states authorizing use of Federal ballot by service personnel overseas in November general election (see story on page 64).
In Inventors in Naval Establishments Have Status Similar to That of Those in Private Industry

In answer to increasingly frequent inquiries, JAG points out that the rights of naval personnel to their inventions are similar—with certain exceptions incident to Government service—to those of private citizens working for civilian employers.

The rights are the same for officers, enlisted personnel and civilian employees of the Navy and are outlined in General Order No. 31, issued by SecNav on 13 May 1935 and still in effect.

While noting that those rights in each case must be determined by the facts in the particular case, the order—for the purpose of illustration—divides inventors in the Navy into three classes:

1. Personnel engaged in full-time scientific research and development for the Navy: As part of their work, they are directed to make or improve a specific device or process. Title to those inventions and to any patents secured on them rests with the Navy. Complete control of the invention is necessary for the Navy to realize all the benefits anticipated from employment of the inventor.

2. Personnel not engaged in the duties outlined above but who make inventions with the use of the Navy's time, facilities or other personnel: Here, title to the invention and patents covering it, including all commercial and foreign rights, rests with the inventor. The Navy Department requires a non-exclusive, irrevocable, unlimited right to make and use, and have made for the Government's use, devices embodying the invention and to sell such devices as provided for by law regarding the sale of public property.

3. Personnel who as inventors have created no obligations to the Navy (that is, who completed their invention before entering the service, or perfected it during off-duty time and without use of Navy facilities or other personnel): Here, exclusive title to inventions and patents belongs to the inventor. Compensation for use of such inventions by the Navy will be determined by agreement between the inventor and the Navy Department.

Every inventor in the naval service is urged to forward promptly to the Department, through official channels, full information on any new invention. To assist the Department in determining the rights of the Government and the inventor, a summary of the circumstances should be included in the endorsement of the commanding officer.

Where the Government has the title to or right to use the invention, the Department will proceed with application for letters of patent in the name of the inventor in order to protect the interests of the Government. Where the Government has no title or right of use, but the invention is deemed useful to the Government, the Department will, upon the inventor's request, undertake prosecution of the application for letters patent upon execution of a license to the Government. In these cases, the cost of prosecuting and securing the patents will be defrayed by the Government.

Under other circumstances, the inventor is free to secure a patent in any way he chooses.

Where it appears an invention is of such military character that it should be kept secret in the interest of national defense, the inventor is required to make a full and complete disclosure direct to SecNav. Should the Department decide that the invention should be kept secret, the matter of compensation will be subject to agreement between the inventor and the Department.

If an invention of military value is made and is adopted as part of the national defense, its disclosure to unauthorized persons may involve a violation of the National Defense Act.

Nothing in General Order No. 31 conflicts with the act of 1 July 1918 authorizing SecNav to compensate civilian Navy employees for valuable suggestions. Says the order:

"It should be the first thought of every officer and man and every civilian employee to perform the duty to which he is assigned to the best of his ability—and if in this performance, improvements in a device, means, metal, and process are made, it is a sign of ability and devotion to service, and this the Navy Department will recognize, giving due credit therefor on the official record.

"The Navy Department is bound to respect the property rights of persons in the naval service and employees connected with the Naval Establishment under their patents, but no restrictions can be placed on the right of the Government, irrespective of the question of compensation, to use any invention for public purpose whether it is protected or not by patent. If agreement cannot be effected with the owner before the use, the matter of compensation will be left to subsequent determination."

Matters pertaining to inventions and patents of naval personnel are handled by the Patents, Trademarks and Copyrights Section, General Law Division, Office of the Judge Advocate General, Navy Department.

Two Primary Problems Revealed in Operation Of New Navy Pay Plan

Operation of the Navy's new pay system (Information Bulletin, July 1944, p. 68) at activities where it is now in effect has revealed two primary problems—delays in transmitting commanding officers' orders from personnel offices to disbursing offices and unwarranted drawing of special money in numerous cases, according to reports of observers to BuPers and BuS&A.

CO's orders and similar data, it was pointed out, should be transmitted immediately to the disbursing officer in order that the individual pay records may be kept up to date at all times and ready for immediate transfer.

The number of spaces on the Navy Pay Record for recording payments is limited, and the drawing of special money other than in rare emergencies will defeat the purpose of the new system by requiring renewal of the pay record more often than every six months, as normally required.

All officers involved in administration of the new pay system have been urged by BuPers and BuS&A to do everything possible to assure its efficiency and success.
Position Changed
For Specialty Marks
Of Non-Rated Men

The specialty mark of non-rated graduates of all Class A schools—except those in basic engineering—and non-rated men who have qualified for petty officers, third class, by examination hereafter will be worn halfway between the shoulder and elbow on the right or left sleeve, instead of between the elbow and wrist where it previously has been worn.

The change is authorized by BuPers Cir. Ltr. 194-44 (N.D.B., 15 July 1944, 44-813).

Non-rated graduates of basic engineering schools are not included in the change because these schools are being reclassified at this time to Class P—preparatory—with an eight-week course for which no designating badge or specialty mark will be issued to graduates.

However, diesel schools remain Class A, their non-rated graduates wearing the MoMM specialty mark.

Naval Personnel Eligible For Army Award for Philippine Service

Naval personnel who served in the defense of the Philippines on and after 7 Dec., 1941 are eligible for the Army Distinguished Unit Badge, which corresponds to the Navy's Presidential Unit Citation.

Those eligible for the badge may apply to BuPers via their commanding officers, giving the dates of their Philippine service and the units or units with which they served. BuPers will verify each application and then forward it by endorsement to the Adjutant General, War Department. The War Department will then send the award and citation direct to each naval man entitled to it, with a copy of the citation to BuPers.

The ribbon for the Army Distinguished Unit Badge is worn by naval personnel immediately after the Presidential Unit Citation ribbon if they hold the latter ribbon, otherwise where the PUC ribbon would be worn.

This award to naval personnel, as well as to men and women of the U.S. Army and the Philippine armed forces, was authorized by War Department General Orders No. 22, 30 April 1942, which reads:

"Authorization of units of both military and naval forces of the United States and Philippine Governments.—As authorized by Executive Order 9075 (sec. II, Bull. 11, W.D., 1942), a citation in the name of the President of the United States, as public evidence of deserved honor and distinction, is awarded to all units of both military and naval forces of the United States and Philippine Governments engaged in the defense of the Philippines since December 7, 1941."

"NNC" Eliminated From Insignia Of Navy Nurse Corps

Latest changes in the uniform of the Navy Nurse Corps provide for elimination of the letters "NNC" from the corps insignia and for the wearing of the device—gold spread oak leaf surcharged with a silver acorn, superimposed on a gold anchor—on the sleeves of the blue uniform and on the shoulder marks.

The large metal pin-on corps device, which served as the cap device until nurses became eligible to wear the cap device of commissioned officers, also is eliminated.

On the indoor white uniform nurses now will wear the metal pin-on insignia of rank on the right collar tip and the miniature pin-on corps device on the left.

During the transition period nurses may wear their present insignia until no longer serviceable, or until it becomes necessary to obtain new uniforms or insignia.

For details, see BuPers Cir. Ltr. 186-44 (N.D.B., 30 June 1944, 44-759).

Fourragere May Be Worn With Naval Uniforms

Naval personnel who won the right to wear the French Fourragere by serving in units awarded it in World War I now may wear it with their naval uniforms under certain conditions announced by BuPers.

The Fourragere—a single braided cord worn over the left shoulder—is a decoration instituted by Napoleon I for units which had distinguished themselves in battle. It was revived during World War I and was authorized by the French Ministry of War to organizations which had been cited more than once in the Orders of the Army. For organizations cited twice, the cord is dark green with scarlet threads.

Individuals in organizations cited twice or more in the orders are entitled to wear the Fourragere cord at all times, regardless of subsequent service in non-decorated units. Men who did not win the decoration in the first World War but who are serving with a unit that won it may wear the cord while they are attached to the decorated organization. Upon detachment, however, they are required to surrender the Fourragere and are not entitled to wear it further.

Officers and CPOs who are eligible may wear the Fourragere on all naval uniform coats whenever medals and badges, or their ribbons, are authorized to be worn. Other eligible enlisted men may wear the Fourragere on all jumpers under the same conditions.

In order to attach the Fourragere to the naval uniform, a button may be sewed to the left shoulder of the coat or jumper under the collar. The Fourragere must be attached to the left shoulder, and if worn by an aide, it must be under the aiguillettes. The left arm should pass through the Fourragere and the small loop engage the button under the collar, with the blue metal pencil hanging to the front.

Wearing of the Fourragere is approved in BuPers Cir. Ltr. 199-44 (N.D.B., 15 July 1944, 44-817). The letter, however, does not authorize the wearing of the miniature Fourragere cord which in the past has been worn on the left breast by many men.
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THIS MONTH'S COVERS

Wave instructor at NAS, Lakehurst, N. J., operates motion-picture target projector for aerial gunners (see story of Wave's achievements in two years, page 8). INSIDE FRONT COVER: A large Japanese carrier of the Shokaku class, burning from bombs dropped by U. S. carrier-based aircraft of the Pacific Fleet in the battle west of the Marianas on 19 June, turns sharply to starboard while damaging near misses land off her bow and stern. Scourrying around her are Jap destroyers and auxiliaries. OPPOSITE PAGE: This unusual view of a U. S. battleship shows her crew getting themselves and the ship ready for the next foray as she lies moored alongside another vessel after operating as part of a task force in the Pacific. (Official U. S. Navy photographs.)

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-162 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of a copy for each ten officers and enlisted personnel to accomplish the directive.

The Bureau declared that the unlimited distribution of the INFORMATION BULLETIN has been increased in accordance with complement and on-board census statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of Changes in the numbers of copies requested; requests received by the 20th of the month can be effected with the succeeding issues.

At least annually the Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that the service that will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

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