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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 (see page 72). All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.


PASS THIS COPY ALONG
IT IS FOR 10 READERS
OUT of the naval war in the Pacific a new star has recently risen: Task Force 58, a fleet unit conceived specifically to meet the demands peculiar to the war against Japan. This great task force, the most powerful in the world and made up of the finest fighting ships ever built, is a closely coordinated near-perfect combination of many types of combatant ships, each calculated to do a specific job but all working together to accomplish one objective—the defeat of the enemy wherever he may be found.

Task Force 58 steamed in the vanguard, clearing the way, as U. S. forces set out for the invasion of Saipan; its battleships, aircraft carriers and other warships carrying such unprecedented offensive and defensive power that the men of the force were more than willing to tangle with the Japanese Grand Fleet itself if the enemy cared to risk it in battle.

Following close behind the mighty task force, and supported by its aircraft and firepower, were the vessels of the amphibious fleet that were to land the men, guns, tanks and equipment to drive the Japs from their Saipan defenses, so perilously close to Japan itself. These vessels ranged from the LST, the tank-landing ship which is capable of transporting tanks and other heavy equipment across the Pacific, to small rubber boats especially designed for scouting operations and commando-type attacks.

The types of craft had been chosen after careful study of the beaches to be attacked and the Japanese defenses. Included were amphibian tanks, capable of climbing over the coral reefs known to protect the beaches of Saipan, and many other special craft.

Bringing up the rear was a large carrier-protected train of provisioning ships and auxiliary vessels calculated to keep the warships in fighting trim and battle readiness at all times.

How successfully the mission against Saipan was accomplished is now a matter of public knowledge. The story of the ships that made this achievement possible, and the men and women who built them, is not so well-known.

The design, construction and maintenance of all these vessels, from the most powerful battleship to the smallest lifeboat, is the responsibility of the Bureau of Ships. Headed by Rear Admiral E. L. Cochrane, USN, BuShips is the newest, yet the largest of the Navy Department's seven bureaus. It is responsible for the expenditure of approximately $35 per every dollar now being spent by the Navy.

Created in June of 1940 by the consolidation of the old Bureau of Construction and Repair and the Bureau of Engineering, its four years of operation have seen shipbuilding records shattered so frequently and so violently that previous conceptions of building periods for naval vessels have become as obsolete as the Roman galley. It is as a result of the performance of this bureau and its multitude of contractors and subcontractors, both shipbuilding and industrial, that the United States can today boast the mightiest fleet in the history of the world.

The ability of the Bureau of Ships to produce the special types of ships required for the various naval operations of the war results from a careful fusion of the experience of years of naval ship construction, the skill of highly trained specialists, the finest of equipment and the consolidated efforts of American industry.

The Design Branch of BuShips is responsible for the effective primary utilization of this experience, knowledge, equipment and industrial cooperation. When the Chief of Naval Operations and the Secretary of the Navy direct the bureau to construct a vessel embracing certain specified characteristics, it is the Design Branch that prepares the preliminary ship designs for submission to the General
Board and CNO for approval. When these designs are given final approval, contract plans are also developed by the Design Branch or by one of BuShips' design agents, and detailed working plans are thereafter drafted by a design agent or by the shipbuilding contractor himself, or by one of the navy yards.

The importance of ship-design work is apt to be overlooked by the casual observer in the light of the more spectacular achievements of the actual construction work. For the launching of a majestic battleship completely overshadows the thousands of man-hours spent in drafting design and the tons of paper required for the plans to which the dreadnought was built—a modern battleship, for example, requiring approximately 10,000 individual working plans, and about 40 tons of blueprints.

Yet the significance of those can hardly be exaggerated; for not only the speedy construction of the ship, but its successful performance in battle as well, ultimately hinges upon the excellence of the ship's design. And in this accomplishment of superlative design, the Navy's advantages that the Design Branch has bent its efforts during the past four years.

In this period the Design Branch has not only developed basic designs for a dozen or more entirely new ships, such as the 45,000-ton battleship of the Iowa class, the large cruiser of the Alaska class, the destroyer escort, the 2,200-ton destroyer and a variety of landing craft, but it has also accomplished substantial design modifications on scores of other types.

In all this design work use is made of a vast wealth of battle experience. Actual warfare has been the laboratory of this war for the discovery and development of new equipment and techniques. For this reason war damage reports from all fighting fronts are quickly forwarded to BuShips and there assigned to the bureau's naval architects and marine engineers for study and research in order to insure prompt translation of the bitter lessons of war into improvements on the Navy's new ships.

Models of battle-damaged ships are built so that sections that have been demonstrated to be vulnerable can undergo specific testing. For instance, models of the ships crippled at Pearl Harbor were attacked again and again by miniature bombs and torpedoes in model-basin tanks. Technicians watched through glass walls, and special cameras recorded the effect of underwater and air explosions on various new types of blisters and protuberances. Thus the attack ultimately furnished information which has resulted in extensive improvements in underwater protection.

Loss of the carrier Lexington in the Battle of the Coral Sea furnished the data from which BuShips was able to devise new methods for reducing gasoline fire and explosion hazards on board ships, as well as new methods of fire fighting. Coral Sea, together with other battle experiences, also served to point out vital needs, to meet which naval technicians have developed improved stowage methods for gasoline, fuel and ammunition, new non-inflammable paints and a special fireproofing treatment for mattresses and other shipboard equipment.

Battle reports have also served to point the way to increasing the striking power of naval ships by eliminating many items which were formerly standard shipboard equipment. State-room furniture and doors, topside lighting and much miscellaneous equipment have been discarded. Even the ship's boats have been almost completely eliminated.

Everything saved by the elimination of non-essentials has been turned to the concentration and improvement of the ship's basic safety and fighting strength. The close-in anti-aircraft battery fire of some battleships has been increased 600% as a result. The firepower of one class of carrier has been increased nearly 110% over carries in service prior to Pearl Harbor.

An example of the value of replacing non-essentials was seen in the changes made in the USS Boise. As a result of added firepower, that cruiser averaged almost one round of six-inch projectiles per second for a 27-minute period in the battle of Cape Esperance. "The Americans have a new secret weapon... a six-inch machine gun," radioed the shaken Japs after engagement with another of our ships, the light cruiser Helena, in the bombardment of Kolombangara.

As the shipbuilding program has progressed it has been, from time to time, been found necessary to redesign certain pieces of equipment to meet the tremendous stress placed upon them by battle conditions. For example, early in the war it was found that electric circuit breakers were frequently opened by shocks received during battle. Intensive study was made of this problem, and, as a result, our ships are now equipped with circuit breakers which will not be opened by shock at crucial moments.

Again, battle reports disclosed that electric cable was a potential conveyor of water from the flooded com-
portments of battle-damaged ships. Our ships are now equipped with cable sealed to eliminate this hazard. Similarly, information in regard to the protection of machinery and delicate instruments from the terrific shock of gunfire and near-miss bomb explosions, together with hundreds of other findings, have been developed and translated into practical application in the design of ships.

Making use of all such experience and information, BuShips designs and builds vessels to meet every need of our naval strategy. One of the best examples of this function was the design and construction of the various types of landing craft that make up our amphibious forces.

The need for the now famous LST developed almost overnight in connection with the then-proposed invasion of North Africa. The requirements were studied by the architects and engineers of BuShips, and a preliminary design was submitted within a matter of days. Upon approval by the Board of CNO, the design was sent to the David W. Taylor Model Basin at Carderock, Md., to be modeled and tested. The basin scientists started work in the problem late that afternoon. They continued work on the models all night, all the next day and the following night.

A miniature sand beach was thrown up on one end of the testing pool. Wooden models were driven onto this beach, driven by their own motors, harnessed by their own mechanisms. Inside the models were scale-to-weight chunks of metal placed so as to simulate cargoes of tanks, trucks and men. Within 48 hours the bureau had the data necessary to establish exact specifications for the LST. Contracts were let, work started, and less than six months later the first LSTs moved into action.

The Design Branch of BuShips does not limit its work to new construction designs designed to answer technical questions arising in connection with the operation of ships already with the fleet.

Recently the question came up as to whether carrier X could be wedged through the locks of the Panama Canal to proceed to a rendezvous in the Pacific. According to actual measurements she could negotiate the lock with inches to spare, but the off-center build of a carrier gives her a peculiar pull in the water, and the ship's captain was fearful lest carrier X should swerve into the locks and jam the all-important lifeline.

At the Model Basin miniature locks, duplicating those of the Panama Canal to exact scale, were quickly constructed. A 27-foot model of the carrier, complete in every detail, was hastily but meticulously put together. The model was then run through the miniature locks time after time under all conceivable conditions. Within two days bureau officials told the ship's captain that the carrier could go through. She did.

For security reasons, the contribution of BuShip's scientists in developing radio and electronic equipment cannot be told in detail. When the story is finally told the Radio Division and the Naval Research Laboratory will receive credit for some of the most important and fascinating contributions to the war effort.

Today naval vessels bristle with antennae of every conceivable sort. The tiny MTB carries many types of radio, while the mighty new USS Missouri carries 60 major installations—not including electronic-test gear, a multitude of fire-control and other specialized radio apparatus.

Into this equipment has gone years of intensive and painstaking research and step-by-step development. In 1940 the total value of radio, radar and sonar equipment produced annually for the Navy averaged less than $4,000,000. Today delivery averages well in excess of $100,000,000 a month.

Much of this increase is the result of laboratory work which has broadened the value of electronic devices, much is due to the vast increase in the number of vessels requiring electronic equipment. In any event, the increased program keeps the Radio Division and radio research laboratory facilities—as well as the bureau's radio contractors—operating at top speed to meet the demand.

For the design work of the architects and engineers of BuShips the end is not yet in sight. The developments of the war daily call upon the bureau's technicians to devise new types of ships or modify the design of old ones to meet a particular combat need.

The needs of tomorrow are never known ahead of time, and the only schedule that can be established for this type of work is a schedule of continued application to the task of solving every known or conceivable design problem against the day when such a solution may be called for with almost no time for its accomplishment.

To appreciate the work that has been involved in the actual construction of our powerful naval ships, it is necessary to consider certain events that preceded our entry into the war. In June 1940 Congress passed the 11% Expansion Act, and in July of the same year, after the fall of France, the 70% Expansion Act. These acts increased the authorized combatant tonnage of the Navy by nearly 1,500,000 tons. The Bureau of Ships received directives from CNO, hurriedly revised old plans and developed new ones. Then the bureau set up production schedules and turned to the available shipyards for the actual construction work.

In the entire U.S. there were only eight Navy and six private shipyards with previous experience in naval shipbuilding. They were willing to build the ships called for, but they insisted that the bureau's delivery dates were impossible of achievement. By arguing, insisting, demanding, the bureau finally persuaded the shipyards to shoot at the bureau's schedule. But it was evident that even superlative efforts on the part of the existing handful of yards could not possibly meet the demand for ships. Accordingly, an expansion of building facilities became the first order of business.

New shipyards appeared almost overnight. On a former racetrack in Massachusetts fighting ships began to take shape. Ways and cradles appeared on a swamp in Texas, on an Illinois prairie, on a California mud-flat, along the waterfronts of the Great Lakes, Inland "barnyard"
shipyards turned to the construction of submarines, destroyer escort vessels and smaller craft. Citizens along the Mississippi were startled to see the U.S.S. Peto, a submarine built at Manitowoc, Wis., heading down the river for New Orleans and the open seas on a huge floating drydock.

Competing companies, which in peacetime would scarcely touch each other with a 10-foot pole, turned over to one another design secrets and production methods so that schedules could be met with the least possible delay. Today nine Navy yards and approximately 300 private shipyards are working toward the final goal—a seven-ocean navy which by the end of 1944 will number over 80,000 vessels.

This enormous expansion has, of course, involved the expenditure of large sums of money and it is estimated that, all in all, BuShips has invested approximately $1,500,000,000 of Government funds in expanding the shipbuilding and ship-repair facilities of the country, including Navy and private yards.

But even as the shipways became available and builders put their shoulders to the wheel, critical shortages developed in the three "Ma"—machinery, men and materials.

The supply of machine tools and other types of mechanical equipment and products was critically short. The bureau accordingly undertook a tremendous expansion of industrial facilities. Machinery plants, both large and small, were expanded at a total cost of nearly $500,000,000. In a large measure machines for the naval shipbuilding program had to be built by land-bound American industries which heretofore had never given a thought to marine engineering. An automotive manufacturer went from carburetors to gyrocompasses. A producer of bathroom fixtures now furnishes torpedo parts. A blower manufacturer entered the field of couplings and castings. A food-canning machinery factory is making amphibious tractors.

A tremendous force of new and rapidly trained labor was imperative. In June 1940 there were 300,000 workers in the shipyards of the country, both Navy and private, with approximately an equal number in collateral industries engaged on work connected with ship construction and repair. Today there are over 1,000,000 workers in Navy and private shipyards, thousands of them women.

For each person so employed in the shipyards, it is estimated that two others are engaged in the production of the hundreds of thousands of items, ranging from huge propulsion machinery shaftings to delicate hairsprings for chronometers, which go into a modern warship. And today every state in the union is growing or manufacturing materials used in naval ships or contributing toward the final product from their underground resources.

Conservation and substitution of materials was another problem. Production schedules had to be met in spite of shortages of certain essential materials. While various shortages have appeared serious at times, they have always been overcome before they have caused any great delay, frequently because the bureau had anticipated them and had prepared substitutes to meet them as they arose.

Many substitutions made in this manner have freed critical materials for more vital needs. For example, titanium was substituted for vanadium in making high tensile steel, thus releasing quantities of vanadium for use in alloy steel shafting and the nickel formerly used in alloy steel shafting for use in the manufacture of condenser tubes. This and similar substitutions in various metals, rubber, paint, oil, manila fiber and many other critical materials have helped to keep production at the necessary level.

New methods of mass production had to be set up for the shipbuilding industry, an industry which had prided itself on the fact that every ship it turned out was a tailor-made job. Standardization was the only possible means of achieving the high-speed production that was required; and so the Navy and industry standardized.

Standardization and improvement in methods have miraculously shortened the manhours needed for the construction of naval vessels.

A light cruiser is now constructed in 5,000,000 manhours where it for-
CONSTRUCTION: More than a million shipyard workers are helping the Navy reach its goal of 80,000 vessels by the end of 1944.

merly took 7,700,000; destroyer escorts have been cut from 1,200,000 man-hours to 650,000; LSTs from 1,730,000 to 450,000, and PTs from 65,000 to 35,000.

The battleship Indiana was completed in 28 months instead of the estimated 42; the carrier Essex was ready in 28 months instead of 45. The keel of the cruiser Santa Fe was laid at an eastern shipyard within seconds after the great battleship South Dakota slid off the very same ways.

Six destroyers keels were laid in two new shipyards within nine months after the first spadeful of dirt had been turned for the construction of the yards themselves. The destroyer Stevenson was built in a little over seven months, in contrast to the pre-war average of 27 months.

The submarine Steelhead was built in seven months and one week, as compared with the pre-war average of 21 months. Five months after preliminary plans for the first LCI(L) were started, builders had their product undergoing trials before delivery.

It's achievements like these that have made Task Force 58 possible—that have made a fighting fleet of over 50,000 units from a fleet which four years ago consisted of only a little more than 1,000 units.

Two years ago the available carrier fleet in the Pacific consisted of one ship, the doughty Enterprise. In the last 18 months BuShips has turned over to the Fleet more than 100 carriers, ranging from the smaller escort carriers (CVEs) and converted cruisercarriers (CVLs) to the mighty ships of the Essex class.

With each new summary of the Fleet's growth the records become more startling. During 1943, for example, the Navy completed steam-and diesel-driven ships having an aggregate horsepower exceeding that of all the hydroelectric generators now installed in the United States. In the 12 months of 1943 there were added to the fleet more than 750 fighting ships, with a total of some 2,300,000 tons, and over 26,000 auxiliary and support vessels totaling approximately 4,000,000 tons. In the first six months of this year, when landing craft carried the overriding priority, BuShips has delivered nearly 300 combatant and more than 20,000 auxiliary and support vessels having a combined tonnage in excess of 2,000,000 tons.

The monthly rate of production today is twice the annual rate of three years ago, and in the first four months of 1944 there was added to the fleet a total tonnage approximately equal to that embraced by the entire naval strength of less than four years ago.

The job of BuShips is, however, only partly done when mighty task units such as Task Force 58 start out on their initial missions. They must then be maintained and repaired, and this again is the bureau's task. It has been estimated that without maintenance between 50% and 75% of our fleet would be inactive within six months.

In a global war maintenance becomes an immensely complex problem. Adequate facilities for overhaul, repair of battle damage and provision of spare parts must be established in every part of the globe. To aggravate the problem, this service must be provided under the most trying conditions, not only for our ships but our allies'

Providing adequate facilities for even normal overhaul of our fleet alone would be a job of tremendous magnitude. Yet normal overhaul jobs are in the minority in wartime.

In maintenance as in production, speed has been the keynote. While most of the major repair jobs have been performed at Pearl Harbor or continental navy yards, time has been so short that it has been necessary to devise means of accomplishing as many repairs as possible without the loss of time involved in steaming from the battle line to faraway bases.

To meet this requirement a network of repair bases has been set up to make maintenance and repair possible on all battlefronts of the world. These bases vary in size and equipment, some being only tiny outposts at the front lines while others are huge equipment depots capable of repair jobs of the greatest magnitude. Many front-line repairs are accomplished through the use of the huge floating drydocks. Advance repair depots and convoy escort bases scattered through war areas furnish repair facilities within a few hours of convoy routes, so that convoys are able to keep to their schedules.

It is part of the job of BuShips to keep these bases supplied with a steady stream of tools, parts and re-

MAINTENANCE: Carrier in drydock for painting and scraping.
damage repair and on-the-spot salvage. Salvage, a function closely related to maintenance, takes on added significance in wartime. Not only does salvage work radically increase, but in many instances the salvage jobs have to be handled by the same group that does repair work. This requires careful and efficient training of personnel and, starting with Pearl Harbor, such training has been going at top speed.

The salvage program, at the beginning of the war, expanded tremendously. Salvage vessels were acquired by building or by conversion. Equipment was procured and stocked at depots and bases throughout areas where a need was most likely to develop and, most important, an intensive program was instituted to provide or train competent ship-salvage officers and enlisted men. This training activity was centered at Pier 88, New York.

Hundreds of calls for salvage assistance have been answered, not only from the war zones, but from off the coasts of Greenland, Alaska, central America and Brazil, resulting in the recovery of over $600,000,000 worth of shipping. In addition, numerous disabled vessels have been temporarily repaired to enable them to reach port, many sunken planes have been recovered and numerous underwater menaces to navigation, including wrecked ships, demolished or removed.

One of the recent outstanding salvage jobs done by BuShips was the refloating of the ss El Estero, a fully loaded munitions ship scuttled and completely submerged off Bayonne, N. J., to avoid possibility of explosion resulting from fire aboard. Members of the Coast Guard boarded the burning ship at its pier and took it out to sea, where it was scuttled, averting a major maritime disaster. BuShips divers then went to work and refloated the El Estero, salvaging thousands of dollars worth of munitions.

BuShips directed raising the uss Lafayette, burned at Pier 88, New York. This job, from the standpoint of the size of the ship, was the largest single salvage job ever undertaken.

Salvage operations at Pearl Harbor after 7 Dec. 1941 were also in charge of BuShips. Though the attack came at a time when development of salvage facilities was in its preliminary stages, a considerable amount of equipment had been assembled and a number of salvage experts were available on the mainland. These were transported to Pearl Harbor by plane or fast ship to supplement facilities already available and an organization was developed to undertake the largest salvage project in history.

Within six months, the sunken battleships Nevada, California and West Virginia, the destroyer Shaw and the floating drydock YFD-2 had been re-

floated. This was followed by the salvage of the minelayer Ogala, removal of the machinery and equipment from the destroyers Cassin and Downes and partial salvage of the old battleships Oklahoma and Arizona and the target ship Utah.

Considerable research in the development of new salvage and diving equipment has been made by BuShips. The heavy standard deep-sea diving dress has remained essentially unchanged. However, to meet special requirements, a lightweight suit and a variety of diving masks have been developed, as well as a secret self-contained diving outfit which allows a diver underwater to swim, walk or operate unattended and invisible from the surface. Great strides have been made in underwater cutting and welding methods.

Another responsibility of BuShips will be a program for the laying-up of naval vessels in the immediate postwar era. The bureau is in the process of establishing such a program in order to avoid the tragic and wholesale deterioration of combatant and merchant vessels following the last war.

Among the principal features of this program whereby the interiors of naval ships are to be dehumidified and preservatives applied to the parts of the ships exposed to the elements. The object is the protection of the ships, their equipment and certain semi-perishable stores from deterioration, so that they may remain laid-up for years, serviced only by a skeleton maintenance crew, and yet be capable of moving off to sea on short notice. Successful accomplishment of the laying-up program will insure retention in "cold storage" of the world's most powerful fleet.

Such, then, is the job of the Bureau of Ships—the job of designing, constructing and maintaining all the many and varied types of naval vessels needed by our Navy to fight a world-wide war. To meet the growing needs of such a program BuShips itself has grown, until today it is the largest bureau of the Navy.

Three years ago the bureau was staffed by 150 officers and 1,200 civilian employees. Today, in Washington alone, it has more than 5,000 officers, enlisted personnel and civilians.

What the future will require in the way of new fighting ships and equipment is, of course, unknown; for the needs of the war change with each new strategic development. When the submarine threat was at its peak, the demand was for antisubmarine vessels, and the destroyer escort vessel and auxiliary aircraft carrier were developed. When the necessity for amphibious operations became apparent, landing craft of various types were developed. The challenge of the coral reefs of the Pacific was met by the amphibian tractors.

And in the future, unquestionably, new needs will arise and challenging demands will be made on the Navy's naval architects and marine engineers. Whatever may be those needs and demands, past performance guarantees that BuShips will meet them with ships that will carry out their assignments—ships truly "fit to fight."
Radio Programs Served on a Platter


AFRS Records Them So Personnel Overseas Can Now Get Radio Entertainment on Regular Basis

S U P P O S E you could listen to the radio and hear announcements like this:

"You have been listening for the last half-hour to the Jack Benny program. We will now present the Fred Allen program, to be followed immediately by a half hour of Edgar Bergen and Charlie McCarthy. After that you will hear Frank Sinatra, Dinah Shore and Bing Crosby singing as a trio; Babe Ruth and Joe Louis with the latest sports news; your favorite hot band playing an all-request program; the musical score of the latest Broadway show, and a dramatization of a new Hollywood movie. There will be no commercial announcements."

Right out of this world? No! just out of the country. A line-up like this is becoming part of the daily entertainment diet for thousands of servicemen overseas, and it is being extended as rapidly as possible to naval personnel afloat and at some advance bases.

What's more, you'll even be able to hear programs like that without a radio.

It's all part of the job being done by Armed Forces Radio Service to bring radio entertainment programs to men overseas. Recordings of top-notch air shows are being distributed in increasing numbers throughout the fleet, and can be played on turntables or even PA systems aboard ship.

Not to be confused with the V-Discs also being distributed now (see INFORMATION BULLETIN, June 1944, p. 16), the AFRS transcriptions are not phonograph records but transcriptions of actual radio programs, recorded on discs and played on 33 1/3 RPM turntables. They are distributed every week in packages that contain 25 solid hours of radio entertainment.

Two main types of program are now being made available to naval personnel through these transcriptions: regular network commercial broadcasts, such as those featuring Benny, Allen, Hope and others; and the special programs created for the armed forces overseas by AFRS, such as Command Performance, Mail Call, GI Jive and almost a score of others.

The records play 15 minutes on each side, so that one transcription (two sides) takes care of a complete half-hour program, enough to catch most of the leading shows today. The necessary 33 1/3 RPM turntables can be found on most ships, especially those having a Type "F", 30-min. soundstrip-film projector.

Material used for making the transcriptions is vinylite, a critical material but one that has excellent reproducing qualities and other virtues that make it eminently suitable for overseas. Its main advantage is that it is almost unbreakable. It is flexible, and almost impervious to heat or cold. V-Discs are made of the same material.

Regular network programs - the kind you used to tune in at home - are taken off the air each week by recording apparatus and transcribed on large 16-inch records, with the commercials eliminated. Space left by elimination of the commercials is filled in by music or other material.

The programs are also checked for topical references that might be out of date when heard later via transcription. A program built around Christmas might fall flat on its turntable if you heard it a month or two later.

The special armed forces radio shows, many of which rate high on soldiers' and sailors' own personal hit parade, are produced by AFRS in Los Angeles. They include Command Performance, Mail Call, GI Jive, Sugar Report, Jubilee, GI Journal, Personal Album, Yarns for Yanks, Front Line Theatre, Are You a Genius?, Sports Interview, Yank Swing Session, Downbeat, Great Music, Sound Off, Melody Round Up, Show Time, Music for Sunday and Hymns from Home.

Top stars of stage, screen and radio lend their talents to these for free, and many of the best writers and producers in the radio business work on producing them. These include writers and producers for such shows as Jack Benny, Bob Hope, Burns & Allen, Abe's Irish Rose, Fanny Brice and Frank Morgan, Kate Smith and Eddie Cantor.

After the shows are "put on wax" in the Los Angeles studios, the transcriptions are sent to San Francisco and New York, where they are beamed out over both oceans by short-wave.

However, naval personnel afloat often do not have a chance to catch these broadcasts, and that's where the system of sending around weekly packages of transcriptions comes in.

The transcriptions are in units, or "packages," of 50 records (100 sides), enough to make a weekly entertainment schedule of 25 hours' playing time. Included also in the package is a suggested script for the announcer.

To date, these transcriptions have gone mostly to the fleet and a few advance bases, as most shore establishments have other opportunities for picking up radio entertainment and shortage of materials and equipment has made wider distribution impossible so far, although the service is being increased. Incidentally, submarine crews have No. 1 priority on the transcriptions.

Aboard ship there are two ways you can hear the AFRS shows: (1) by direct short-wave broadcast, as picked up by radio and piped over the ship's public-address system and (2) via the transcriptions, which can be played at any time by just putting them on the turntable and playing them over the PA system.

The Navy is currently issuing about
15,000 of these recordings a month. In addition to these, it also gets a sizeable backlog of packages from the Army. The Army transcription package, aimed largely at radio stations ashore, consists of 84 records, or 42 hours. These are supplied to a chain of about 200 stations all over the world—some Army-owned, some commercially owned, a couple Navy-owned. Each "package" goes the rounds of a particular circuit, usually consisting of about five regular standard-wave stations.

Since the records are good for 100 playings, there's still plenty of life in them after they finish their Army circuit. They are then repacked for Navy units at sea. The distribution of AFRS transcriptions to naval forces afloat and beyond the continental limits of the U.S. is handled, for the Pacific, by Commander, Subordinate Command, Service Forces, Pacific, and for the Atlantic by Commander, Service Forces, Atlantic. Administrative and operational control is under the Special Services Division of BuPers. A large number of turntables have already been made available for distribution through the Service Forces. It is anticipated that within the near future dual-speed 33⅓ and 78 RPM machines will be carried in stock in at least one naval supply depot on each coast, and as soon as these machines become available notification will be given to the fleet.

Requests from Servicemen Overseas
Bring Many Stars to AFRS Mike

DUO, SWEET: Nelson Eddy and Jeanette MacDonald sing requests sent in to "Mail Call."

DUO, SOUR: Danny Kaye winces at "Mail Call" rehearsal as Jack Benny massacres "The Bee."

PIN-UP EDITOR: Betty Grable, as guest editor of "GI Journal," answers overseas mail by radio.

If GI's WANT a trio made up of Sinatra, Vallee and Gloria De Haven, "Mail Call" obliges.

Short Snorters compare bills when Dr. Wassell joins program with Joan Blondell, James Melton.

Photographs by Armed Forces Radio Service
Produceing Fighting Men

Navy's Success, Says Secretary, Is Result of Training Program,
The Effectiveness of Which the Enemy Has Learned to His Cost

Building the world's biggest fleet (see page 2) was only part of the job of making America the mightiest naval power in all history. An equally important part was to man that fleet with trained personnel. The following statement on the Navy's training task and achievement, containing many figures not previously announced, was issued last month by Secretary of the Navy James Forrestal.

During the past fiscal year ending June 30, 1944, the Navy trained 1,503,554 personnel, manning 4,063 new vessels—or 11 ships each day—plus more than 20,000 landing craft and keeping pace with the Naval Air Arm which doubled the number of planes on hand.

The magnitude of the Navy's training task stems from the necessity of manning the world's greatest naval force predominately with men who have had no previous seagoing experience. Of a total of 2,987,311 personnel in the Navy on June 30, less than 12 per cent were in the service prior to Pearl Harbor and 2,478,002 or approximately 83 per cent are members of the Naval Reserve.

In addition to containing the extensive training of personnel now in the service, the Navy will be required, in the current fiscal year, to train approximately 600,000 new personnel who are expected to be drawn into the service from civilian life by June 30, 1945. The collapse of Germany will result in no curtailment of the Navy's training program. The continued successful prosecution of the war against Japan will require, according to present estimates, that the Navy continue to expand until it reaches a strength of 3,389,000 by June 30, 1945.

The complexity of the Navy's training activities is reflected in the fact that new personnel must be trained to proficiency in more than 450 enlisted specialties and petty officer ratings which are indispensable to man, fight and maintain the highly complicated mechanism of a modern Navy.

The measure of the Navy's training accomplishment depends upon whether men are ready and trained to man the ships and planes as they come off the ways and out of the factories. The evidence of success lies in the fact that no vessel or unit has been delayed in commissioning through lack of trained personnel. In two and one-half years the Navy has trained the greatest citizen naval force in history. And it has produced seasoned reserve personnel with extensive combat experience.

The training of the Navy of 1944 has been achieved by a great expansion of the Naval training establishment, the channeling of aptitude by careful selection and classification of previously acquired civilian skills and abilities, standardized curricula, practical instruction, the use of training aids, and intensified team training of groups ashore prior to duty afloat and abroad.

Prior to the inception of the Navy's intensive shipbuilding program in 1940, the Navy had in operation a training establishment which consisted of approximately 75 schools with an average attendance of 10,000 personnel. In addition the Navy operated two air training schools with an attendance of 865 men which produced an average of 350 pilots a year.

The Navy now has a total of 947 schools with a daily average attendance of 303,000 personnel.

Up to the end of 1943-44 fiscal year, of this number 196 were basic and advanced air training schools with an average attendance of 35,000 and a monthly output of 1,700. It is estimated that the Navy spends close to $30,000 on the training of each Naval aviator who is in training for 18 or 24 months.

The Navy's schools for training officers and officer candidates fall into two groups.

1. Six Naval Reserve Midshipmen's Schools have sent a total of 41,689 deck and engineering officers to duty assignments throughout the Naval establishment. These schools, established since 1940 for the training of officer candidates from civil life and from the enlisted ranks, are the Navy's principal source of young, seagoing officers and 95 per cent of their graduates are serving at sea.

2. With the knowledge that Selective Service would in time sharply diminish or eliminate the supply of young men between the ages of 18 and 21 years upon which the Navy would have to depend for additional officer candidates, the Navy on July 1, 1943, instituted the Navy College Program (V-12) for the preliminary training of young officer candidates. At this time the Navy College Program (V-12) is operating 264 units at
be performed in the Navy, is given to views these tests are supplemented by.

months after their first enlistment, classification, abilities, aptitudes, and young officers stand watch in the vessels for which they have been qualified in an average time of six months. Most of the principal classes of naval vessels carry extensive libraries of basic training motion picture and strip films—in the case of a major combatant ship as many as 500 separate titles—and instruction by use of these films continues until the vessel enters combat. Visual education is used to establish basic doctrine in such new fields as amphibious warfare, to standardize procedure and to save training time—in some cases between 25 per cent and 50 per cent—by visual presentation of complicated mechanisms and processes. The Navy considers motion pictures an invaluable aid, rather than a substitute, for training.

To give crews actual experience in shipboard and combat conditions without unduly drawing combatant vessels and equipment from the war zones, elaborate models, simulated battle conditions on typical beaches, special devices for surface and air navigation and hundreds of other aids are employed.

The magnitude of the shipbuilding program and the urgent need for crews with maximum team training before going to sea made advisable the establishment in January 1943 of operational and precommissioning training activities, a development unique in Naval instruction methods. Instead of sending officers and men already skilled in a specialty directly to sea after preliminary training at officers and enlisted service schools, naval personnel are assigned to train as teams ashore at operational and precommissioning training activities.

Prior to the commissioning of a new vessel the new crew is assembled and becomes a ship's organization on land. Composed of a nucleus of experienced personnel drawn from the fleet and the remaining personnel direct from training schools with no previous sea or combat experience, the men of the crew live together and in all respects operate together as if in fact they were at sea. As members of teams who will later serve together in combat, officers and men are given advanced training in the scores of specialties required to master the complicated mechanism of the modern naval vessel. It is the responsibility of the veteran personnel to bring the new men, lately from indoctrination and training schools, quickly to the high point of efficient team operation which conditions in action require. As a result, when assigned to their new vessel, members of the crew possess far more practical training as fighting units than was possible under previous methods of instruction ashore.

At the outset of its program to build the greatest fleet in history the Navy had had no previous experience to indicate whether it was possible in limited time to train to expert proficiency the large number of civilian reserves necessary to man the great new sea and air force. But the job is being done. The trained competence of Naval officers and men afloat and their ability to learn quickly and to work and fight together with skill and courage are reflected in the commendatory reports of commanding officers. Their quality is being demonstrated in combat. The Japs know it.

The success of the Navy in the war to date is a direct result of the high state of training of its officers and men. The Navy's training system has not only taught naval skill but in a greater accomplishment has produced seasoned fighting men.

"THE GREATEST citizen naval force in history" has been trained in 2½ years. Above: men and Waves line up for Captain's inspection.
A Candid Answer

'Should I Transfer to the Regular Navy?'

(Many young reserve officers are considering this question. A flag officer, formerly a reservist himself, answers some candid questions in a way that may be helpful.—Ed.)

The other day a young officer in my command told me that he was thinking of attempting to transfer from the reserve to the regular Navy. He wondered if I would consent to answer a few frank questions which were bothering not only him but some other officers who were thinking of doing the same thing.

His first question, he said, would be the most important. I found it the easiest to answer.

"Since I am not an Annapolis man," he asked, "will I find it more difficult to make my way among Academy men? Will I be discriminated against?"

"Most emphatically not," I replied. "Far from being a disadvantage, I think it is almost an asset. You have no past record at Annapolis either to live up to or to live down. And furthermore, you are respected as a man who has paid for and received his education elsewhere, and yet has voluntarily chosen the Navy as a career."

"Does your own experience in the Navy bear that out?"

"It certainly does. I am not an Academy man myself. I entered the Navy as a reservist during the last war. After a short time as a small class second I went to M.I.T. under a work of counterpart of the present V-12 program. I received my wings at Pensacola and after a period as instructor I had duty overseas as a patrol pilot, test pilot and division commander in Ireland. In 1919 I was released to inactive duty."

"Nothing in my career in the Navy up to that time had made me regret that I was not an Academy man, and after a year of civilian life I decided to reenter the Navy, this time as a regular. I took the exams and was made a lieutenant. Since that time, at least 75% of the officers who served under me have been Academy men, and I believe I have had my full share of experiences, awards and advancement."

"Since I have been in the Navy, I have spent most of my time in one spot. What are my chances of getting around?"

"In aviation, I do not believe my travel has been as wide as the average general-service officer's. Nevertheless, it has taken me to all parts of the United States, to France, England, Ireland, South America, to such places as Samoa and the Fiji Islands in the South Pacific, to Hawaii, Alaska, Panama and Africa. I do not believe the average business or professional man has a chance to see such varied scenery."

"As a young man, naturally I want to get in something where there is a certain amount of adventure and pioneering. What are the chances of that?"

"An Aleutians expedition I went on is typical of the many things the Navy will have to do after this war. As a lieutenant commander in 1934, I commanded a group of seven officers and 66 enlisted men on a photographic and meteorological survey of the Aleutian islands. We spent most of the spring and all the summer there, cruising in and out of bays and fjords and flying over snow-capped mountains, gathering data on a part of the world which has proved to be of real use in this war."

"In 1922 another officer and I made the first transcontinental flight by a Navy plane, from San Diego to Washington, D.C., and return. In those days railroad stations did not paint the name of the town or city on their roofs and you had to dive and try to read the name on the side. The entire trip took 45 days. An entry in our report reads: 'In blimping the motor, care must be taken not to scare up any of the cows sleeping in the bushes as on rising suddenly they are likely to shove a horn through your wing.'"

"All in all, I think I have flown some 275 types of planes—Army, Navy and civilian. I was in charge of the test section at Anacostia for about 18 months, and tested the Sikorsky—first of the large four-motorized planes to be turned over to the Navy. In between, there were all sorts of experiments, such as photographing parachute jumps with motion-picture cameras attached to the jumper's chest, etc. But I think these examples are enough to show you that in peace-time there is nothing cut-and-dried about the life of a naval officer."

"Is the experience varied in an executive sense also?"

"I think so. In addition to commanding various squadrons and spending two summers at the Academy giving courses in flight familiarization to midshipmen, I spent two years as commander of a patrol wing, had command jointly of a naval operating base and a naval air station in Newfoundland, and for a year commanded the naval air station at Corpus Christi—hub of the largest naval air training center in the world."

"Apart from the possibility of combat, is there much difference in the life of a naval officer in wartime and peacetime?"

"An enormous difference. The bulk of the things I have described were done in peacetime. During those years you have more time for research and theory. It is a smaller, more highly specialized Navy. Advancement is slower but there is more prestige attached to rank. Most of these experiences occurred when I was a lieutenant. No less important is the question of fellowship. The pressure of war snows under that congeniality which exists among officers and their families in peacetime, and which has been one of the happiest parts of my experience in the service."

"One final question: salary. How does it feel to live all your life on Navy pay?"

"Certainly no one ever got rich on Navy pay. On the other hand, no one ever became poor. It is steady and provides security with which to raise a family if you care to. There is also a good pension system, which is something you cannot look forward to in most businesses and professions. And as a member of the armed forces, there are certain other financial advantages—taxes, travel, even retail discounts—that are yours."

"A commodore, with flight, longevity and overseas pay, earns approximately $10,000 a year. A married lieutenant, living in peacetime within the U.S. and not drawing flight pay, could count on a little over $300 a month. It is not a handsome remuneration, but it is adequate and it is assured. When you add to it all the things that cannot be measured in monthly pay checks—prestige, security, congeniality, usefulness, interest and travel—it is not too bad. But in the last analysis, you have to make up your own mind as to what you want most in life."
High Adventure Over the Pacific

Navy Airmen Tell of Torpedoing Jap Carrier Off Philippines,
Of ‘Marianas Turkey Shoot,’ of Riding Flaming TBF Over Truk

Members of several Navy air groups and squadrons whose record of destruction will not soon be forgotten by the Japs have returned to the U. S. for leave and reassignment. Fresh replacements have already taken up where the returned airmen left off.

Units recently returned include:
- Air Group 24, which fought in a record 24 fleet air actions in 10 months in the Pacific, shot 36 Jap planes out of the air and strafed or bombed 69 on the ground, sank 16 enemy ships and damaged 22.
- Air Group 5, which destroyed or damaged 428 Jap aircraft and 59 ships, totaling 292,000 tons, and heavily bombed enemy shore installations while participating in all but one carrier raid in the Pacific from the assault on Marcus Island on 1 Sept. 1943 through the second attack on Truk on 29-30 April 1944.
- Air Group 30, which participated in nine carrier assaults during five months in the South and Central Pacific, chalking up a record of 219 enemy aircraft and 51 ships destroyed or damaged.
- Air Group 16, which shot down 150 Jap planes during 11 months in the Pacific and in just one of its attacks on enemy ships and bases from the Gilberts to the Marianas scored 16 direct hits on a Jap carrier in the Battle of the Eastern Philippines.

- Fighting Squadron 39, which specialized in “glide-bombing” and strafing the Japs still left on the unoccupied islands of the Marshalls and is believed to have carried more bombs than any other fighting squadron in the Pacific.
- Bombing Squadron 106, which flew 1,262 sorties totaling 16,000 hours in seven months of patrol duty, sank 43 Jap ships, damaged 54, destroyed 20 enemy planes and probably destroyed 39 more.
- Patrol Squadrons 14 and 53, which rescued 79 Navy, Army and Marine aviation personnel shot or forced down in the Pacific.
- Bombing Squadron 98, which damaged 25 Jap ships, scored 85 hits on enemy anti-aircraft guns and knocked out 41 planes in 7,200 hours of combat flying while making 1,750 sorties against the Japanese in 32 weeks in the Solomons.
- The “Empire Express,” a task unit of Fleet Air Wing 4, whose PVs, in nine months’ operations in the Aleutians, flew 78 successful sorties against Paramushiro, dropping 156,000 pounds of bombs on enemy installations.

In the Battle of the Eastern Philippines on 19 June, one of the latest actions in which any of the returning units participated, three TBFs of Air Group 24 slugged it out with a 28,000-ton Jap aircraft carrier and won by a knockout.

The enemy fleet, after a futile attempt to prevent the capture of Saipan, was on the run with Task Force 58 in pursuit. When the U. S. force came within long-range striking distance—250 miles—the order to man
the planes and attack was given. Air Group 24, operating from a small carrier, had four Avengers available; the rest were out on other missions.

The four planes joined other aircraft and flew to the enemy. Sighting the Japs, the four planes from Group 24 dived in formation on a large carrier-battleship force which was as yet untouched by other attacking planes. The four planes went in alone, without benefit of fighters or divebombers to divert the Japs. They were greeted by an intense antiaircraft barrage.

One of the four planes became separated from the formation in a cloud bank. The other three picked out an aircraft carrier of the Hanyataka class and headed for it—fanning out to approach the target from three different quadrants so that, no matter which way the carrier turned, she couldn't avoid the torpedoes.

Enemy fire tore into one of the Avengers, breaking off part of a wing and setting fire to the fuselage. The gunner and radioman bailed out. The pilot continued toward the target and unloaded his torpedo in perfect position for a hit.

The other two planes came in fast and also dropped their torpedoes. Underwater explosions and large columns of smoke followed.

Meanwhile, the gunner and the radioman who had bailed out floated down in the middle of the Jap fleet. "All they shot at us all of the way down," said the gunner later, "but luckily we only had a thousand feet to fall."

In the water, the pair was nearly run down by a battleship. They saw violent explosions when the torpedoes from their squadron struck home. Later they saw the carrier down by the bow to such a degree that the propellers were visible. They were picked up the next day by a U. S. rescue plane.

The fourth TBF, the one that had become separated from the others early in the battle, went on to launch its torpedo at a small enemy carrier with unobserved results. It then ran out of gas and landed in the water. The pilot and crewmen took to life rafts and were rescued next day.

Only one of the planes was able to get back and land on the small U. S. carrier. Another came down on the water nearby without loss of personnel. The pilot whose crewmen bailed out is listed as missing in action.

To the pilots of Air Group 16 the air battle for Saipan will always be known as the "Marianas Turkey Shot." Japanese planes dropped so fast, they say, that some of the enemy pilots became panicky and parachuted from their planes before Navy flyers could shoot them down.

The pilot of the rescue plane later proved to be a former flight student of Lieutenant Brown's.

* * *

It was during the raid on Truk on 16 February that the Grumman Avenger torpedo plane from Air Group 24 piloted by Ens. L. E. Benson, USNR, was jumped by three Japanese fighter planes.

William J. Moak, MM2c, USNR, was manning the turret of the TBF, desperately trying to ward off the Japanese planes.

The enemy fighters made 15 passes at the lone Avenger. On the second try, gunfire struck the side of Moak's turret, spewing glass and metal splinters over him, wounding him in the right arm and side of his face and temporarily blinding his right eye.

Ensign Benson immediately dived the plane to near water level. His evasive action was so violent that Moak's ammunition was thrown out of its boxes. Meanwhile the ammunition feed of the gun kept jamming. Moak could fire only by holding the ammunition with his good arm and firing with the wounded one. Still the Japs kept diving.

Moak fled whenever his gun would work and, just as a Jap was passing overhead, scored a hit. He didn't have time to see the results of his marksmanship, however, because he saw smoke coming from his own plane. Quickly he climbed down from the turret and discovered that another Jap shell had torn a two-foot hole in the fuselage. It had started a fire and mortally wounded the radioman. Moak pulled the wounded man out of the fire, beat out the flames and returned to his turret to fire more blasts at the enemy.

Twice more he returned to the smoking fuselage to try and quell the recurring fire. Once the .30-cal. ammunition for the tunnel gun began to explode from the heat. With his bare hands Moak pulled out the exploding cartridges. He shoveled all of the burning material out through a hole and went back to his gun.

Ensign Benson finally brought the plane back to his carrier and made a crash landing. As he and the gunner stepped onto the deck the pilot called Moak aside and said:

"Bill, I just wanted to tell you, that Jap you hit went down in the drink and you scared the others off."

**PILOTS AND AIRCREW MEN** of Air Group 24's torpedo squadron pose beside TBF after Battle of Eastern Philippines, in which they torpedoned a Jap carrier. Inset photograph is of pilot missing in action. One aircrewman, slightly wounded in the attack, is not shown.**
I was Only the Quarterback

The author of this article, whose home is in Salt Lake City, Utah, won considerable national attention, and was awarded the Navy and Marine Corps Medal, for performing an appendectomy aboard a U.S. submarine in enemy waters. Feeling that in all previous accounts the whole point of the episode was missed, he sets the record straight.—Ed.

By Harry B. Roby, CPhM, USNR

NOT so long ago I performed an appendectomy aboard a submarine. The episode was dramatic enough to all of us; but when the emphasis was placed on the drama, I think the whole point of the happening was lost.

To me that episode was just another instance in which a submarine crew met an emergency—together. I was only the quarterback calling the play that day. There were quite a few of us who carried the ball.

For submarines the most meaningful word in the entire language of the sea is shipmate. "When a man goes aboard a submarine," they say, "he leaves his rate hanging on the gangway." When there is a job to be done, no matter what it is, everyone pitches in until it is accomplished. The appendectomy performed in enemy waters upon my shipmate, Bill Jones, was as much a bit of teamwork as was any of our many attacks on enemy ships.

Jones was soon well again after the operation and is still actively submaringin as a torpedo man's mate. Use of sulfanilamide, in nearly all cases, the need of sulfa drugs now obviates, in nearly all cases, the need of submarine appendectomies; but before the episode is buried forever in the trivia of this war, I wanted to set it straight.

The position of a pharmacist's mate in a submarine is an unusual one. Not only is he a pharmacist, skilled in technical things; he is the entire medical department.

In surface ships, where I have also served, each duty is allocated. In a submarine, the pharmacist's mate must be ready to meet a great variety of emergencies with tact and initiative.

On the same war patrol on which the appendicitis operation was performed on Jones, we rescued six Army flyers—a captain, two lieutenants and three enlisted men—from a bomber which had crashed.

The captain had a broken right arm and a dislocated shoulder, which had resulted from the jerk of his parachute when he and the others abandoned the flaming bomber. One of the lieutenants was suffering from shock and malaria. The other had serious burns. The three enlisted men, although they, too, had spent a considerable period in the water in a rubber boat, were not seriously hurt.

Here again I was indeed grateful for the excellent training which the Navy and the submarine service had afforded me—and for the fact that I could depend on my shipmates for help.

This time they surrendered 20 shoe buckles from those fancy, prized shoes that we call "shore-going shoes"—so called, I guess, because the men are always polishing them and planning what they will do in them the next time they get ashore. With those buckles and a piece of muslin I was able to fashion just the right sort of a makeshift sling and straps for the Army captain's arm and shoulder.

The job had to be done correctly, for the injured captain was not to see shore again for some weeks; once set, the break would be quite well knit before additional medical attention could be given to the injured.

With the help of several shipmates, I put the dislocated shoulder back into place. Then I set the broken bone. This done, I constructed the sling and straps and adopted a routine to make the captain comfortable while the healing process took place. At short intervals during each day I adjusted the straps, which were just perfect for this sort of situation. I gave the captain a rubber ball to clench in his fist so that he could keep the arm as limber as possible throughout the remaining weeks of our patrol.

When we made port after five weeks filled with action of every sort, the arm and shoulder were examined and, the doctors told me, were found to be in excellent shape; they would need no additional treatment except some therapy to get the arm back into top form. The others had responded well to treatment also.

Capability counts with every pharmacist's mate. That is why each submarine pharmacist's mate needs the greatest possible practical experience he can acquire. Above all, a pharmacist's mate in a submarine must have confidence in himself; but this is easy to acquire, since his shipmates will show such confidence in him.

Not only is his work the caring for injuries or wounds, but also the practice of preventive medicine. Each pharmacist's mate is entrusted with a crew whose health already is far above average. It is his job to safeguard this precious health, for health bears a definite relationship to morale.
RULES FOR THE REGULATION OF THE NAVY OF THE UNITED COLONIES OF NORTH-AMERICA;

Established for Preserving their Rights and Defending their Liberties, and for Encouraging all those who Feel for their Country, to enter into its Service in that way in which they can be most Useful.

PHILADELPHIA:
Printed by William and Thomas Bradford, 1775.

WRITTEN BY A MAN WHO WAS TO BECOME OUR SECOND PRESIDENT, AND DISTRIBUTED AMONG OFFICERS OF THE FIRST CONTINENTAL NAVY. THESE RULES OF 1775 HAVE GOVERNED THE SERVICE FOR 169 YEARS AND REPRESENT THE FIRST PRINTED DOCUMENT ON THE U. S. NAVY.

THE NAVY

THE first U. S. equivalent of Task Force 58 was developed by George Washington, its first assignment was a high-seas hijacking operation against the British, and the first fleet to sail in the service of this country was manned by soldiers and led by Army officers!

These and many other interesting “firsts” of naval history are recalled by the recent discovery of an original copy of the first rules for the regulation of the Navy, originally printed in 1775.

Known as Rules for the Regulation of the Navy of the United Colonies of North-America, they represent the first printed document relating to the United States Navy. They are also the basis by which the service has been continuously governed for the 169 years of its existence.

Although the wording of the rules has long been known, of course, an actual original copy has not been in the possession of the Navy Department, and it was only recently that a copy was finally located in the collections of the Yale University Library.

Back in 1775, the year the rules were printed, this country not only didn’t have a navy but there was considerable debate in the Continental Congress as to whether we should have one.

When the American Revolution broke out early in 1775, the presence of a British army at Boston, already on colonial soil, led to immediate organization of an army by the colonists. A navy obviously took longer to organize, but many soon saw that one would be needed.

The first agitation for it came from New England, where they had their hands full defending their coast against the raids of the British ships. As early as 11 July 1775, Josiah Quincy of Massachusetts wrote to John Adams (later to become our second President) in Philadelphia, urging a “Number of Vessels of War to be fitted out and judiciously stationed, so as to intercept and prevent any supplies going to our Enemies.”

Rhode Island was already suffering serious annoyances from the British ships. On 15 June she had put two vessels in commission and had captured an armed tender of the British frigate Rose—the first authorized capture made by the Americans at sea during the Revolution.

From Rhode Island also came the first formal movement in behalf of a
Continental navy. Meeting on 26 August 1775, the Rhode Island Assembly declared that “building and equipping an American fleet, as soon as possible, would greatly and essentially conduce to the preservation of the lives, liberty and property of the good people of these Colonies.”

Rhode Island therefore instructed her two delegates to the Continental Congress to “use their whole influence . . . for building at the Continental expense, a fleet of sufficient force for the protection of these Colonies, and for employing them in such manner and places as will most effectually annoy our enemies, and contribute to the common defence of these Colonies.”

The two Rhode Island delegates presented these instructions to the Continental Congress on 3 October. Two days later, the Congress got wind of a piece of news that was to give it the needed push toward acquiring a navy.

Some letters from London were read to the Congress, breaking the news of “the sailing of two north country built brigs, of no force, from England, on the 11th of August last, loaded with arms, powder, and other stores, for Quebec, without convoy.”

If there was anything the colonists were short of, it was arms and gunpowder. Congress at once saw the importance of capturing these vessels, and a motion was made that a committee of three prepare plans for intercepting the brigs, and that they “proceed on this business immediately.”

Opposition to this motion, John Adams reported in his autobiography, was “very loud and vehement.” It was, the opponents argued, “the most wild, visionary, mad project that ever had been imagined.” It was “an infant taking a mad bull by the horns.” It was said that it would “ruin the character and corrupt the morals of all our seamen. It would make them selfish, piratical, mercenary, bent wholly upon plunder, etc. etc.”

Friends of the motion countered with “the great advantages of distressing the enemy, supplying ourselves, and beginning a system of maritime and naval operations.”

The motion was passed, and a committee formed of three members, including Adams. The committee reported the same day and Congress decided to write a letter to George Washington directing him to obtain from the Council of Massachusetts two of that state’s cruisers, and proceed against the British ships.

However, Washington was a jump ahead of the Congress. While the Congress was debating whether to intercept the British ships, and if so, how many ships to authorize and fit out, Washington had already found himself forced into the position of creating a navy on his own.

He needed to prevent reinforcements from reaching the enemy at Boston. Also, with his own forces short of gunpowder, he saw a possible source of this in the British ships bringing supplies across the ocean. On 2 September therefore he instructed Nicholson Broughton to proceed in the schooner Hannah on a cruise against “such vessels as may be found on the high seas.”

A month after the fitting out of the Hannah, Washington began to add to his naval force, and on 4 October he appointed agents to equip two vessels at Salem, Marblehead or Newburyport.

At the time Washington received the Congress’ letter of 5 October, directing him to obtain two cruisers from the Council of Massachusetts, that colony had no armed vessels, so Washington sent the schooners Lynch and Franklin toward Quebec to head off the British. During October and November he added four other small vessels, the schooners Lee, Harrison and Warren, and the brigantine Washington. About the first of January the schooner Homeock was added.

The first armed vessels to sail under Continental pay and control were ac-
tually those that composed this little fleet fitted out by Washington in the ports of Massachusetts during the fall of 1775. *

As these vessels were manned by soldiers and commanded by army officers, and were designed to weaken the army of the enemy by capturing his transports carrying supplies and troops, Washington was able to derive his authority for procuring and fitting out the fleet from his commission as commander-in-chief of the Continental Army.

Although there seems to be no indication as to whether Washington's captains actually got the two Quebec-bound brigs the Congress had written him about, the first important capture by this "soldier navy" was an exceedingly timely one. During the last days of November 1775 one of Washington's schooners, the Lee, captured the British brigantine Nancy. The Nancy had on board, among other stores, some 2,000 muskets, 100,000 flints, 33,000 round shot, more than 30 tons of musket shot, 11 mortar beds and a brass mortar weighing 10,000 pounds.

To have manufactured such this much ordnance would have taken the Americans 18 months.

Meanwhile, the sentiment of the Continental Congress was moving rapidly towards the organization of a real navy. On 13 October it was decided to fit out two armed vessels, one of 10 and the other of 14 guns. The original estimate of expense was unsatisfactory and was re-committed. When again reported on 30 October, two more vessels were authorized, this time of not more than 20 and 36 guns, respectively.

The actual bill providing for the creation of an independent fleet had been received in Congress by the end of October 1776 (this event is commemorated by the annual Navy Day celebration on 27 October). On 2 November the Congress voted $100,000 for the work of the Naval Committee, which was "to agree with such officers and seamen as are proper to man and command" the four vessels.

The first officers commissioned by the Naval Committee included a commander-in-chief (Esek Hopkins), four captains, five 1st lieutenants, five 2nd

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**RULES FOR THE REGULATION OF THE NAVY, &C.**

**ART. 1.** The Commanders of all ships belonging to the THIRTEEN UNITED COLONIES, are strictly required to shew in themselves a good example of honor and virtue to their officers and men, and to be very vigilant in inspecting the behaviour of all such as are under them, and to discontinue and suppress all disolute, immoral and disorderly practices; and also, such as are contrary to the rules of discipline and obedience, and to correct those who are guilty of the same according to the usage of the sea.

**ART. 2.** The Commanders of the ships of the Thirteen United Colonies are to take care that divine service be performed twice a day on board, and a sermon preached on Sundays, unless bad weather or other extraordinary accidents prevent it.

**ART. 3.** If any shall be heard to swear, curse or blaspheme the name of God, the Captain is strictly enjoined to punish them for every offence, by causing them to wear a wooden collar or some other shameful badge of dishonour, for so long a time as he shall judge proper:— If he be a commissioned officer he shall forfeit one shilling for every offence, and a warrant or inferior officer, fix-pence: He who is guilty of drunkenness (if a seaman) shall be put in irons until he is sober, but if an officer, he shall forfeit two days pay.

**ART. 4.** No Commander shall inflict any punishment upon a seaman beyond twelve lashes upon his bare back with a cat of nine-tails; if the fault shall deserve a greater punishment, he is to apply to the Commander in Chief of the navy in order to the trying of him by a court martial, and in the mean time he may put him under confinement.

**ART. 5.** The Captain is never by his own authority to discharge acommission or warrant officer, nor to punish or strike him, but he may suspend or confine him; and when he comes in the way of a Commander in chief, apply to him for holding a court-martial.

**ART. 6.** The officer who commands by accident of the Captain’s absence (unless he be absent for a time by leave) shall not order any correction but confinement; and upon the Captain’s return on board, he shall then give an account of his reasons for so doing.

**ART. 7.** The Captain is to cause the articles of war to be hung up in some public place of the ship, and read to the ship’s company once a month.

**ART. 8.** Whenever the Captain shall enlist a seaman, he shall take care to enter on his books the time and terms of his entering in order to his being judiciously paid.

**ART. 9.** The Captain shall before he fails make return to and leave with the Congress, or such person or persons as the Congress appoint for that purpose, a compleat list of all his officers and men, with the time and terms of their entering; and during his cruise, shall keep a true account of the defection or death of any of them, and of the entering of others; and after his cruise, and before any of them are paid off, he shall make return of a compleat list of the same, including those who shall remain on board his ship.

**ART. 10.** The men shall [at their request] be furnished with slops that are necessary, by the Captain or Purser, who shall keep an account of the same, and the Captain in his return in the last mentioned article directed to be made, shall mention the amount delivered to each man in order to its being deducted out of his pay.

**ART. 11.** As to the term inferior officers the Captain is to take notice, that the fame does not include any commission nor any warrant officer, except the second master, surgeons mate, cook, armourer, gun-smith, master at arms and the sail-maker.

**ART. 12.** The Captain is to take care when any inferior officers or volunteer seamen are turned over into the ship under his command from any other ship, not to take them on the ship's

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Though written in 1775, the sense of many of these articles can be found in Navy Regs today. An original copy was found only recently; this is its first magazine appearance.
lieutenants and three 3rd lieutenants. (Among them, as a 1st lieutenant, was one John Paul Jones, age 28.)

The Naval Committee had now commissioned officers, but did not as yet have any formal statement of how this new navy was to be organized. The first step in this was taken on 20 November 1775, when the Committee laid before Congress “a draught of rules for the government of the American navy, and articles to be signed by the officers and men employed in that service.”

On the 25th and 26th these were debated by paragraphs and after slight amendment were adopted. Two days later the rules were ordered to be printed. By the 8th of December the printed rules were in the hands of the officers of the fleet.

Despite the speed with which the rules were compiled, the sense of many of the articles is still a living part of the United States Navy Regulations.

More than half the rules were concerned with the feeding, care, rights, duties and punishments of the ordinary sailors. Today’s rules, expanded to several hundred pages, deal largely with officers and matters of administration.

The commanders of all ships and vessels were “required to shew in themselves a good example of honor and virtue to their officers and men.” They “were to take care that divine service be performed twice a day on board, and a sermon preached on Sundays.”

Sailors were to be punished for swearing by the wearing of a wooden collar “or some other shameful badge of distinction.”

Rations were fixed for each day of the week (Saturday: “1 lb. bread, 1 lb. pork, half pint peas, and four ounces cheese.”) Each seaman was given a half-pint of rum a day, with a “discretionary allowance on extra duty and in time of engagement.” The captain was ordered to have the provisions inspected, and “if the bread proves damp, to have it aired upon the quarter-deck or poop.” A pay table was also provided, according to which the monthly wages ranged from $32 for captains to $6.07 for able seamen and marines.

These rules, which were in force throughout the Revolution, and were readopted for the government of the new Navy under the Constitution, were drawn up by John Adams, and

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ship’s books in a worse quality or lower degree of finition than they served in the ship they were removed from; and for his guidance, he is to demand from the commander of the ship from which they are turned over, a list under his hand of their names and qualities.

ART. 13. Any officer, seaman or others entitled to wages or prize-money, may have the same paid to his assignee, provided the assignment be attested by the Captain or commander, the master or purser of the ship, or a chief magistrate of some county or corporation.

ART. 14. The Captain is to discourage the seamen of his ship from selling any part of their wages or shares, and never to attest the letter of attorney of any seaman until he is fully satisfied; the same is not granted in consideration of money given for the purchase of his wages or share.

ART. 15. When any inferior officer or seaman dies, the Captain is forthwith to make out a ticket for the time of his service and send the same by the first safe conveyance to the Congres or agents by them for that purpose, appointed in order to the wages being forthwith paid to the executors or administratores of the deceased.

ART. 16. A convenient place shall be set apart for sick or hurt men, to be removed with their hammers and bedding when the surgeon shall advise the same to be necessary; and some of the crew shall be appointed to attend and serve them and keep the place clean. The cooper shall make buckets with covers and cradles if necessary for their use.

ART. 17. All ships furnished with fishing tackle, being in such places where fish is to be had, the Captain is to employ some of the company in fishing, the fish to be distributed daily to such persons as are sick, or, upon recovery, if the fishermen recommend it: and the surplus by turns amongst the messes of the officers and seamen without favour or partiality, and gratis, without any deduction of their allowance of provisions on that account.

ART. 18. It is left to the discretion of the Commander of squadrons to shorten the allowance of provisions according to the exigence of the service, taking care that the men be punctually paid for the same. The like power is given to Captains of single ships in cases of absolute necessity.

ART. 19. If there shall be a want of pork, the Captain is to order three pounds of beef to be supplied to the men in lieu of a two pound piece of pork.

ART. 20. One day in every week shall be fixed out a proportion of flour and fuel in lieu of beef for the seamen; but this is not to extend beyond four months viating at one time, nor shall the purser receive any allowance for flour or fuel kept longer on board than that time. And there shall be supplied once a year, a proportion of canvas for pudding bags, after the rate of one ell for every sixteen men.

ART. 21. If any ship of the Thirteen United Colonies shall happen to come into port in want of provisions, the warrant of a Commander in Chief shall be sufficient to the agent or other instrument of the viating to supply the quantity wanted; and in urgent cases where delay may be hurtful, the warrant of the Captain of the ship shall be of equal effect.

ART. 22. The Captain is frequently to order the proper officer to inspect into the condition of the provisions, and if the bread proves damp to have it aired upon the quarter-deck or poop, and also to examine the pitch cask; and if any of the pickle be leaked out, to have new made and put in and the cask made tight and secure.

ART. 23. The Captain or purser shall secure the cloaths, bedding and other things of such persons as shall die or be killed, to be delivered to their executors or administrators.

ART. 24. All the papers, charter parties, bills of lading, pass-ports and other writings whatever, found on board any ship or ships which shall be taken shall be carefully preserved, and the originals sent to the court of justice for maritime affairs, appointed, or to be appointed by Congress for judging concerning such prize or prizes; and if any person or persons shall wilfully or negligently defry, or suffer or be destroyed, any such paper or papers, he or they shall be held to have forfeited their prize of such prize or prizes, and suffer such other punishment as they shall be judged by a court-martial to deserve.

ART. 25. If any person or persons shall embezzle, steal, or take away any cables, anchors, sails, or any of the ship’s furnishing, or any of the powder or arms, or ammunition or provisions of any ship belonging to the Thirteen United Colonies, he or they shall suffer punishment as a court-martial shall order.

ART. 26. When in sight of the ship or ships of the enemy, and

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"If the bread proves damp," says Article 22, the Captain shall "have it aired upon the quarter-deck or poop." Other articles show interest in seamen’s care and rights.
"examined, discussed and corrected" by the Naval Committee.

That part of Adams' rules which constitutes the penal code of the Navy he obtained from "An Act ... relating to the Government of His Majesty's Ships, Vessels, and Forces by Sea," passed by the British Parliament in 1749. In adapting the British code, however, he made it less stringent.

The rest of Adams' rules are, with minor changes and omissions, chiefly "examined, discussed and corrected" by the Naval Committee.

Although the existence of these rules has been known and their wording has remained evident in the Navy Regulations of today, no actual copy of the original has been available in the Navy Department.

The search for an original copy started in strange enough fashion. It was brought about by an inquiry from a man in Philadelphia who was writing a novel about one of the early naval captains. When his question was forwarded to the Office of Naval Records and Library, and an officer started to look up an original copy of the "Rules," it was found that none existed in the Navy Department.

The search then led to the British sources of such material—to the Library of Congress, the New York Public Library, the library of the Naval Academy. No copies there. The Union Catalogue of the Library of Congress, which lists the holdings of all major libraries, did not include the "Rules" among its holdings.

Bibliographers were, for these not only listed known publications but tell where at least one copy may be found. Although many bibliographies listed the "Rules," none of them indicated where a copy could be found.

The search next led to the semi-private libraries specializing in naval material and early American historical literature, as these are a source of rare publications unobtainable elsewhere.

From there on the search widened, and letters were addressed from time to time to booksellers throughout the country, inquiring if they possessed a copy or had heard anything of the possible whereabouts of the publication.

Long shot though this may have seemed, it did eventually lead to the final clue. A bookseller in a small Connecticut town reported that he had had such a copy, but that it was now in the possession of the Yale University Library.

Communication with Yale quickly verified the location of the book there, and with Yale's permission and cooperation the Navy Department was able to have the pages photographed so that facsimile reprints might be made. A limited edition of these has been issued by the Naval Historical Foundation, and the INFORMATION BULLETIN's plates for this article have been made from the same photographs.

and at such other times as may appear to make it necessary to prepare for engagement, the Captain shall order all things in his ship in a proper posture for fight, and shall in his own person, and according to his duty, heart on and encourage the inferior officers and men to fight courageously, and not to behave themselves feintly or cry for quarters on pain of such punishment as the offence shall appear to deserve for his neglect.

ART. 27. Any Captain or other officer, mariner or others, who shall safely desert their duty or station in the ship and run away while the enemy is in sight, or in time of action, or entice others to do so, shall suffer death or such other punishment as a court-martial shall inflict.

ART. 28. No person in or belonging to the ship shall utter any words of sedition and mutiny, nor endeavour to make any tumultuous assemblies upon any pretence whatsoever upon such penalty as a court-martial shall inflict.

ART. 29. Any officer, seaman or marine, who shall begin to excite, cause, or join in any mutiny or sedition in the ship to which he belongs on any pretence whatsoever, shall suffer death or such other punishment as a court-martial shall inflict.

ART. 30. None shall presume to quarrel with, or strike his superior officer, on pain of such punishment as a court-martial shall order to be inflicted.

ART. 31. If any person shall apprehend he has just cause of complaint, he shall quietly and decently make the same known to his superior officer, or to the Captain, as the case may require, who will take care that justice be done him.

ART. 32. There shall be no quarrelling or fighting between ship mates on board any ship belonging to the Thirteen United Colonies, nor shall there be used any reproachful or provoking speeches tending to make quarrels and disturbance on pain of imprisonment, and such other punishment as a court-martial shall think proper to inflict.

ART. 33. If any person shall sleep upon his watch, or negligently perform the duty which shall be enjoined him to do, or forfake his station, he shall suffer such punishment as a court-martial shall think proper to inflict, according to the nature of his offence.

ART. 34. All murder shall be punished with death.

ART. 35. All robbery and theft shall be punished at the discretion of a court-martial.

ART. 36. Any Macter at Arms who shall refuse to receive such prisoner or prisoners as shall be committed to his charge, or having received them, shall suffer him or them to escape, shall dismiss them without orders for doing, shall suffer in his or their stead, as a court-martial shall order and direct.

ART. 37. The Captain, officers and others shall use their utmost endeavours to detect, apprehend and bring to punishment, all offenders, and shall at all times readily assist the officers appointed for that purpose in the discharge of their duty on pain of their being proceeded against, and punished by a court-martial at discretion.

ART. 38. All other faults, disorders and misdemeanors which shall be committed on board any ship belonging to the Thirteen United Colonies, and which are not herein mentioned, shall be punished according to the laws and customs in such cases used afloat.

ART. 39. A court martial shall consist of at least three Captains and three first Lieutenants, with three Captains and three first Lieutenants of marines, if there shall be so many of the marines then present, and the eldest Captain shall preside.

ART. 40. All sea officers of the same denomination shall take rank of the officers of the marines.

ART. 41. Every member of a court-martial shall take the following oath, viz. "You swear that you will, well and truly try and impartially determine the cause of the prisoner now to be tried according to the rules of the navy of the United Colonies; to help you God." Which oath shall be duly administered by the President to the other members, and the President shall himself be sworn by the officer in the field court next in rank.

ART. 42. All witnesses, before they may be permitted to give evidence, shall take the following oath, viz. "You swear that you will, well and truly try and impartially determine the evidence you shall give in the cause now being heard, shall be the whole truth and nothing but the truth to help you God."

ART. 43. The sentence of a court martial for any capital offence shall not be put in execution until it be confirmed by the Commander in Chief of the fleet, and it shall be the duty of the President of every court-martial to transmit to the Commander in Chief every sentence which shall be given, with a summary of the evidence and proceedings thereon by the first opportunity.

ART. 44. The Commander in Chief of the fleet for the time being, shall have power to pardon and remit any sentence of death that shall be given in consequence of any of the above-mentioned articles.

Some early echoes of "Rocks and Shoals" can be discovered in these provisions for punishment and court-martial. Note the familiar wording of the oath in Article 42.
SERVICE VOTING

List of Candidates for Federal Offices From States Authorizing Federal Ballot In the General Election of 7 Nov. 1944

(REPRINTED FROM NAVY DEPARTMENT SERVICEMAN VOTING POSTER NO. 4)

Instructions to voters:

1 WHAT THIS LIST SHOWS: This list is reproduced from Navy Department Serviceman Voting Poster No. 4, prepared by the War Ballot Office, Executive Office of the Secretary of the Navy, and mailed to all units and activities afloat and ashore overseas. The list gives the names, address, and party of candidates for Federal offices in states which authorize voting by Federal ballot as shown on the poster and of such additional candidates as are now available, but which were not available when the poster was printed.

2 HOW TO USE THIS LIST: In voting the Federal ballot you write in the names of the candidates of your choice. You therefore should know the names of all candidates for the Federal offices for which you can vote. This list gives their names. Choose the candidates for whom you wish to vote. You may vote only for one candidate for each of the offices listed, except in the case of New Mexico, which has two Representatives at Large. For Representative in Congress (except Representative at Large) you must know the number of your Congressional District. Poster No. 3 (a map of the United States) shows your district. For additional instructions see Poster No. 5 (INFORMATION BULLETIN, Sept. 1944, p. 18). Like Poster No. 4, Posters No. 3 and 5 have been mailed to all units and activities afloat and ashore overseas.

3 OFFICES FOR WHICH THERE ARE NO CANDIDATES: This list includes all Federal offices for which there will be an election in November 1944 in each of the states shown below. In these states there will be an election in 1944 for U.S. Senator (full term) in only 12 states, for U.S. Senator (unexpired term) in 30 states, for Representative at Large in Congress in only three states.

4 LIST OF CANDIDATES IN SOME STATES MAY BE INCOMPLETE: In order to get this list to you in time for you to vote the Federal ballot, it was necessary to print the poster before all the candidates had been determined. Similarly there may still be additional candidates certified after press time of this issue of the INFORMATION BULLETIN. Therefore, the lists of candidates from some states may be incomplete. Additional names, when received from the Commission, will be radioed overseas. Your Voting Officer will give you this information as soon as he receives it. Similarly, there may still be additional candidates certified after press time of this issue of the INFORMATION BULLETIN. Therefore, the lists of candidates from some states may be incomplete. Additional names, when received from the Commission, will be radioed overseas. Your Voting Officer will give you this information as soon as he receives it.

5 ORDER IN WHICH NAMES OF CANDIDATES ARE LISTED: The United States War Ballot Commission, in accordance with Federal law, requested the Secretary of State of each state to draw up this list. Both the names, addresses and parties of candidates for Federal offices in such states in the same text and order appearing on their respective state ballots. From the information furnished by these Secretaries of State, the Commission compiled lists of candidates. Following are those lists as received from the Commission.

CALIFORNIA

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat

VICE PRESIDENT
CLAUD A. THURSTON and ANDREW JOHNSON, Republican

U. S. SENATOR (Full Term)
SHERIDAN DOWNEY, Laguna Beach, Democrat

FREDERICK H. HOUSER, Alhambra, Republican

REPRESENTATIVE IN CONGRESS
1st District
CLARENCE F. LEE, Santa Rosa, Democrat, Republican

2nd District
CLARE ENGEL, Red Bluff, Democrat
JESSE M. MATO, Angels Camp, Republican

J. LEROY JOHNSON, Stockton, Republican

4th District
THOMAS ROLPIE, San Francisco, Republican
FRANK R. HALE, San Francisco, Democrat

5th District
RICHARD J. WRIGHT, San Francisco, Republican

6th District
ALBERT E. CARTER, Oakland, Republican
GEORGE E. MILLER, Alameda, Republican

7th District
JOHN H. TOLAN, Oakland, Democrat
CHRISTY M. WILSON, Piedmont, Republican

8th District
JOHN Z. ANDERSON, San Juan Bautista, Democrat

9th District
BERTRAND W. GRABHART, Fresno, Republican

10th District
A. J. ELLIOTT, Tulare, Republican

11th District
GEORGE E. OULTAN, Santa Barbara, Democrat

13th District
BOB FRY, Salinas, Republican

15th District
H. JERBY WOODE, San Dimas, Democrat
ROY P. MOLONEY, South Pasadena, Republican

18th District
NOBLES POULSEN, Los Angeles, Republican
NUR R. HEALY, Los Angeles, Democrat

20th District
WILLIAM D. CAMPBELL, Los Angeles, Republican
HELEN GAHAN DUGARD, Outpost, Los Angeles, Democrat

21st District
GORDON L. McDONOUGH, Los Angeles, Republican

22nd District
JOHN NELSON-LANG, Los Angeles, Prohibition

23rd District
JESSIE RANDOLPH, Bel Air, Los Angeles, Republican

24th District
ELIZABETH MILLER, Los Angeles, Republican

25th District
CRISP R. KING, Los Angeles, Republican

26th District
WARD JOHNSON, Long Beach, Republican

27th District
Clyde G. Dooley, Long Beach, Republican

28th District
CHARLES H. CARSON, Bell, Republican

29th District
BRADFORD R. CARDINAL, Pasadena, Republican

30th District
CARL HINDESTER, Pasadena, Republican

31st District
ARCHBISHOP B. YOUNG, Pasadena, Democrat

32nd District
HARRY R. SHEPPARD, Yuccaipa, Democrat

EARL S. WEER, San Bernardino, Republican

22nd District
JOHN PHILLIPS, Banning, Republican

23rd District
ENO J. JACOBS, San Diego, Democrat

JAMES E. ABBETT, San Diego, Republican

CONNECTICUT

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat

VICE PRESIDENT
EDWARD A. THURSTON and ARTHUR A. ALBACH, Socialist Labor

U. S. SENATOR (Full Term)
JOHN A. DANA, Hartford, Republican
BRUCE McKENZIE, Norwalk, Democrat

REPRESENTATIVE IN CONGRESS
1st District
WILLIAM J. MILLER, Waterbury, Republican
HERMAN P. KOPPELMAN, Hartford, Democrat

2nd District
JOHN D. McWILLIAMS, Norwich, Republican
CHARLES G. WOODHOUSE, New London, Democrat

3rd District
RANDULPH COMPTON, Madison, Republican
JAMES T. GREALY, New Haven, Democrat

4th District
CLARK BOSTON, Greenwich, Republican
MARGARET E. CONNORS, Fairfield, Democrat

STANLEY W. MATHEW, Bridgeport, Socialist

5th District
JOSEPH E. TALBOT, nämack, Republican
PAUL E. HORSIN, Torrington, Republican

REPRESENTATIVE AT LARGE

IN CONGRESS (Vote for only one)

BOULDIN J. MONKIEWICZ, New Britain, New York
JOSEPH F. RYDER, Hartford, Democrat
JOHN W. HINE, Waterbury, Socialist

FLORIDA

PRESIDENT AND VICE PRESIDENT
ROOSEVELT and TRUMAN, Democrat

U. S. SENATOR (Full Term)
CLAUDE PEPPER, Tallahassee, Democrat

MILES H. DRAPER, Tampa, Republican

REPRESENTATIVE IN CONGRESS
1st District
J. HARDIN PETERSON, Lakeland, Democrat

2nd District
EMORY H. PRICE, Jacksonville, Democrat

3rd District
BOB SHERS, Crestview, Democrat

4th District
PATT CANNON, Miami, Democrat

5th District
ETHRIDGE SPARKS, Coconut Grove, Republican

6th District
JOE HENDRICKS, De Leon, Democrat

7th District
EMORY AKRISHAM, Orlando, Republican

8th District
DWIGHT L. ROGERS, Fort Lauderdale, Democrat

GEORGIA

PRESIDENT AND VICE PRESIDENT
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat

THOMAS E. DEWEY and JOHN W. BRICKER, Republican

U. S. SENATOR (Full Term)
WALTER F. GEORGES, Vienna, Democrat

REPRESENTATIVE IN CONGRESS
1st District
HUGH PETERSON, Albany, Democrat

2nd District
E. E. COX, Camilla, Democrat

STEPHEN PAGE, Americus, Democrat

4th District
A. S. CAMP, Newnan, Democrat

5th District
ROBERT RAMSEY, Macon, Democrat

6th District
HARRY A. ALEXANDER, Atlanta, Independent
Charting the Road to Tokyo

Hydrographic Office
'Scouts' Enemy Seas
For Invasion Fleets

When an invasion-bent American fleet heads into enemy waters, a large part of its chance for success depends upon the accuracy of the navigational charts to be consulted. Without minutely accurate charts, showing every dangerous reef and shoal, the deep water and the shallow, the direction of the ocean currents, harbor channels, beacons, buoys and the range of the tides, movements of a modern fighting fleet would be seriously endangered.

Behind the navigation charts, flight charts and similar navigational aids is the story of a little-known naval activity—the United States Hydrographic Office and its survey ships, which at times in the battle of the Pacific have beaten the invasion barges to enemy-held coasts.

Long before Greenland became important militarily, Hydrographic Office survey ships were busy charting the coastlines and harbors. Survey ships have accompanied practically every invasion fleet in the Pacific—in the Solomons, Aleutians, New Guinea, Tarawa and the Marianas.

At the outset of the war, navigational charts on some sections of the Pacific were barren of much needed information and, as a consequence, military operations were hampered. The lack of proper charts was due primarily to two things: the Japanese for the past 24 years held the Marianas, the Marshalls and other islands under mandate of the League of Nations and refused to allow ships of other nations to enter these waters; and in peacetime these areas were considered unimportant, either from a strategic standpoint or commercially, and hence were not surveyed.

For instance, the waters surrounding Bougainville Island were badly charted when invasion by U. S. forces was planned. The latest survey had been conducted by the British some time in the 1800s. Spotter planes helped chart some of the area, but when the actual invasion started, a survey ship was ahead of the first landing craft. At Empress Augusta Bay a survey ship went to work under fire and in 36 hours had rough but serviceable charts of the harbor, its reefs and shoals and docking facilities, ready for distribution.

Survey ships usually operate with a fleet in wartime, but have often gone into enemy waters alone, with only a few .50-caliber machine guns for protection. There have been some casualties. Two officers, Lt. Comdr. George F. Kennedy, USNR, of Alexandria, Va., and Lt. Comdr. William S. Davis,
USNR, of Washington, D. C., have been cited by Admiral Chester W. Nimitz, USN, Commander in Chief, U. S. Pacific fleet, for "outstanding ability and performance of duty" as hydrographic engineers.

In peacetime, life aboard a survey ship generally is dreadfully routine. Thousands of soundings and lead-line readings are made off the coasts of uninhabited islands and sparsely settled mainlands. The ships are out for months at a time. But during war they become an integral part of the operations of a fleet, and life is anything but monotonous.

In the South Pacific a survey ship was ordered not only to chart an island and its surrounding waters, but to take possession of it as well if it was found to be in enemy hands. This was a pretty big order for a survey ship, not equipped to do much fighting.

Arriving off the coast of the island, nervous officers and men lowered two sounding launches armed with .50 caliber machine guns and headed toward shore. Known navigational aids which were shown on old charts had strangely disappeared.

Suddenly a canoe shot out from the deep jungle growth along the coast.

"This is it," the men thought.

The canoe approached rapidly. Crews anxiously fingered their guns. "There must be plenty of Japs back in those woods," they muttered. "We're in for a battle!"

But as the canoe approached, amid considerable shouting, the men could see that it was being guided by a native boy. An outboard motor propelled it through the water. In the canoe with the youthful guide were a Chicago contractor and the French governor of the island. They had been hiding from any Japs who might come along!

Survey crews found that navigational aids had been covered with palm leaves by the Chicago man and his French friend in an effort to delay Japanese in case they invaded the island. Complete charts were ready a few days later.

Work toward developing a chart of an ocean area begins on the survey ship, which slowly and very carefully covers an entire area, sounding every few feet, thousands and thousands of times. Soundings are generally made with lead and line down to 10 fathoms (60 feet). Beyond that depth a fathometer, an instrument which measures depth by sending sound waves to the bottom of the ocean, where they hit the floor and bounce back up to the ship again, is used. The time it takes the sound wave to go from the ship to the bottom and back up again determines the depth. Allowance is made for tide changes.

Survey ships generally do not attempt to chart waters beyond 1,000 fathoms (6,000 feet). A wire drag is used in some cases, especially in harbor areas, to make sure there are no hidden underwater obstructions.

Deepest sounding recorded to date is in the Mindanao trench, off Mindanao Island in the Philippines. Here the water is known to be 5,900 fathoms (35,400 feet or 5.9 sea miles). This depth was discovered by the German cruiser Emden on 29 April 1937.

Deepest spot so far recorded in the Atlantic is the Milwaukee depth, of 3,780 fathoms (22,680 feet), reported by the U.S. Milwaukee north and west of Puerto Rico. Any U. S. ship which reports a new depth or any other unusual hydrographic feature has the feature named for it.

The number of soundings taken of any particular area depends on the condition of the bottom of the sea, a gigantic plain covering nine-twelfths of the entire surface of the globe. Rugged mountain peaks jet up to form islands or under-surface dangers to navigation. Close to the mainlands the floor breaks away rapidly, dropping in some instances straight down two or three miles. If the ocean floor is comparatively level, few soundings need be taken. If it is uneven, however, many soundings must be made.

As the soundings are taken and other navigational data compiled, an original chart or "boat sheet" is developed by ship engineers. This is worked into a "smooth plotting sheet" either aboard the ship itself or at the Hydrographic Office at Suitland, Md.
Mariners have been sending in navigational data to HO for the last 114 years. Since it was organized in 1839, HO has received more than 10,000,000 reports from ships throughout the world. One naval vessel, in 50 passages across the North Atlantic, turned in 35,976 soundings.

Each of these reports, which include soundings, wind and current directions, weather, floating derelicts, the latitudes and longitudes at which they were recorded or observed and countless other bits of information of importance to mariners, is carefully analyzed and checked with available information, if any. Then new charts are printed or the data added to already prepared charts to bring them up to date. If of sufficient importance, the new information is immediately sent out to ships at sea.

Because of the constant flow of new information which comes into HO, an entire section is now engaged in keeping the thousands of charts on hand current. This work is all done by hand. Charts are printed in small quantities (about 2,500 of each at present, compared with 250 to 500 in peacetime); so the job of bringing each up to date before it is sent out to a ship is not impossibly difficult.

Charts are also constantly corrected during the time they are being drawn, as additional data is received, even up to a few minutes before they are put on the printing presses, which operate 24 hours a day. If important new information comes in between the printing and distribution of a set of charts, the entire lot may be corrected by hand.

No nation can survey all parts of the world and, while all oceans have been charted to some extent, a tremendous amount of work remains to be done. Because of this each nation has felt at liberty to use material on charts produced by other countries, giving due credit in the legends to the authorities furnishing the information. HO charts compiled from German or Japanese charts carry a credit line giving the governments of these nations as the sources.

The various nations of the world before the start of the war and with some exceptions — constantly exchanged hydrographic information through the International Hydrographic Bureau in Monaco. Consequently, most countries, both enemy and Allied, have fairly accurate maps and charts of most sea areas and some land areas.

Japan lost most of its hydrographic charts in the great earthquake and fire that followed in that country in 1923. At the request of the Japanese government, the United States, through HO, gave that nation a complete set of its hydrographic charts, covering most of the world. As a result many of the charts being used by Japan today are from U. S. sources.

While information secured from other nations of the world in peacetime may be considered very reliable, that which comes from enemy sources during war must be used with great care.

Somewhere in Germany there is a cartographer that the Army would like to meet. He put the altitude figures on flight charts the Nazis made when they had a network of airlines in South America. They were very good charts, with lots of detail and plenty of altitude data on one of the most mountainous areas in the world. But the altitude figures were extremely difficult to figure out. For while about half of the figures were accurate down to the last meter, the rest were deliberately falsified.

The tremendous expansion of naval aviation has added to the responsibilities of HO. In the pre-airplane era HO was primarily concerned with charts showing only the coastlines and outlying water areas. With the growth of naval aviation HO moved the areas shown on its charts farther and farther inland. This was necessary both to provide pilots with correct land charts and to aid battleships in getting an accurate range when they pulled up offshore to bombarded enemy installations inland along coastlines.

Because most land areas still to be charted are enemy-held, spotter planes are called upon to do much of the preliminary work, and the tri-metrogon method of developing flight charts from aerial photographs is more extensively used than ever before. Three aerial cameras, which make simultaneous exposures of areas reaching from horizon to horizon, are attached to a spotter plane. Such a plane, from photographs, can map a hundred miles of land in three hours. Perhaps 4,000 or 5,000 photographs of one area are used in the process of developing a single chart.

These photographs are rushed to HO, where in the highly technical photogrammetry section they are painstakingly studied. The photos are laid out in proper sequence on a large table, and bit by bit such information as enemy air fields, gun emplacements, ammunition and supply depots, air strips and the general typography of the area is outlined. This information, in a series of technical steps, is then transposed onto easily read charts. If HO has any additional data, this too is incorporated. The charts are then rushed back to the fleet for use in bombing attacks and invasions.

Charts for the invasion of the Marianas were largely developed from aerial photographs.

When the Marines landed on Tulagi in the Solomons 7 Aug. 1942, survey ships immediately went to work. Within a short time a series of five field charts of the entire area had been developed and rushed by plane to HO, where they were combined and worked into a single, comprehensive chart. In less than four weeks the complete charts were in use by the fleet.

Knowledge gained under battle conditions has brought about changes in colors used on charts.

It was found that red, yellow and orange tints, under red light, glows used on board ships and planes, became invisible. Land areas hitherto shown in buff were changed to light gray. Orange has been changed to
Magenta (a purplish color), blue and green shadings used to designate deep water and shoals were retained. While blue, green, purple and gray tints lose their color under a red light, extensive experiments showed they did not lose their contrasting shades.

Lifeboats and life rafts have been equipped with a new type of map which HO cartographers designed to aid and perhaps save lives of men adrift in the open sea. These maps, 26x36 inches, are weatherproof and waterproof. In addition to serving in their usual function, they may be used to catch rain for drinking water and as protection against the sun and are strong enough to serve as a small sail. They are yellow in color so as to be easily seen as a distress signal.

Special-purpose charts issued by HO include monthly current charts of the oceans of the world, monthly sea and swell charts, radio compass ranging charts and aerological plotting charts. In addition to its production of sea and air charts, HO is also charged with the publication of a number of other aids to navigation. These include:

- **Naval Air Pilots (28 volumes issued to date):** designed to supplement air charts and containing much information which could not be placed directly on the charts.
- **Notice To Aviators:** a weekly publication containing latest corrections and supplementary information for air charts.
- **Radio Aids To Navigation:** containing details of radio compass stations, radio beacons, weather data, international navigational and storm warnings, time signals, distress signals, etc.
- **Daily Memorandum:** daily broadcasts and weekly Hydrographic Bulletins are among other services rendered by HO. The Daily Memorandum gives prompt notice to all within reach of important dangers to navigation and changes in navigational aids that might be received. Daily broadcasts, made from naval stations, transmit to ships at sea navigational information that is vital to their safety. The Hydrographic Bulletin contains a summary of the information previously published in the Daily Memorandum, with added data of not such immediate importance.

HO also publishes and distributes a number of other aids and manuals on navigation, including *The American Practical Navigator* by Bowditch.

HO's activities extend throughout the entire world. The U. S. Coast and Geodetic Survey, under the direction of the Department of Commerce, is charged with the charting and issuance of Sailing Directions, etc., of the coastlines of the United States, its territories and possessions. The Army is charged with the charting and surveying of continental rivers and harbors. HO issues only general charts of these areas and otherwise extends its operations to all outlying areas, covering all other sections of the globe.

HO supplies not only the U. S. Navy with necessary charts and other navigational aids, but also the growing maritime fleet and commercial interests. A number of charts have been developed for Allied nations.

The history of HO (once known as the Depot of Charts and Instruments) is a long and interesting one. At one time its activities and those of Naval Observatory were combined under one organization, but in 1866 they were separated. HO was first under the direction of the old Board of Navy Commissioners, then under the now-abolished Bureau of Ordnance and Hydrography, and then under the Bureau of Navigation (now BuPers). In 1942 HO was divorced from the Bureau of Navigation and placed under the direction of CNO, where it remains today.

HO was organized primarily to collect instruments and charts used by mariners and to keep them in a central depot. The demand for charts became so great that in 1835 HO began publication from its own presses. And as the demand for charts grew, HO began to send out its own survey expeditions to gather new and more complete hydrographic information. Exchange of data with foreign nations expanded.

With the advent of war, HO's growth was tremendous.

Its peacetime organization included about 200 officers and civilians and annual production amounted to approximately 2,000,000 charts. Today Hydrographic Office is staffed by 1,000 officers, enlisted personnel, and civilians. Last year 42,000,000 charts rolled off its presses.

Rear Admiral George S. Bryan, USN (Ret), the Hydrographer, is proud of the accomplishments of his organization.

"We were hard pressed at times," he admits. "Some of the problems seemed insurmountable at first, but these were always overcome. The training of hundreds of unskilled personnel in the highly technical art of chartmaking was a tremendous job, but we still got out work without loss of valuable time. Everyone worked with a very fine spirit. Much credit for such a fine job goes to our experienced cartographers, both officers and civilians, the enlisted personnel and the others who guided and assisted them."
The Army's Navy

15,000 Units Are Operated Around the World
By Soldiers, Contract Employees and Civilians

The Army has a navy—a vast fleet of 15,000 units operating all over the world. But the Army's navy will never participate in a naval battle; it hasn't a single combatant ship. Controlled by the Transportation Corps, one of the technical services in the Army Service Forces, its fleet is concerned solely with moving millions of troops and mountains of supplies across sub-infested oceans.

It's the Navy's job to protect these great convoys, to battle enemy warships that may interfere, and to furnish Armed Guard crews for the transports and cargo ships.

Each arm of the service thus has its responsibilities, and each has the tools necessary for the job. The line of demarcation dividing the duties of the two services has been drawn by joint agreement between the Army and the Navy. (Actually, the Navy has an Army—the Marine Corps—and it, too, has a special niche in our war machine.) A theater commander, he is an admiral or a general, has absolute control over the forces in his area and he calls upon all the services impartially when planning an operation.

During World War I the Army had about 500 transports in service, but between 1918 until the start of the present war the Army's fleet had shrunk until it consisted principally of a few old transports, some dredges used by the Army Engineers in river and harbor work, and a few mine planters operated by the Coast Artillery. The latter service, in connection with the defense of our coasts, is entrusted with the installation of fixed mines in our harbors and around the Panama Canal.

Soon after Pearl Harbor, all transportation functions of the War Department were consolidated under a new organization, the Transportation Corps. The chief of transportation, Maj. Gen. C. P. Gross, is, in fact, the traffic manager for the War Department. The Transportation Corps closely controls all troop traffic and Army and Lend-Lease freight shipments, except those moving by air, in the U. S.

It transports men and supplies directly from its giant ports of embarkation to every theater of operations. Overseas, it operates mobile ports, flexible organizations headed by experienced shipping men, which unload the ships and load railway cars and trucks for transportation inland. Amphibious warfare and the necessity of transporting millions of men across oceans for assaults on enemy-held beaches caused the Army to expand its fleet until today it operates more than 160 types of craft, from giant troop transports and hospital ships down to amphibious "ducks."

The fleet is divided into two principal segments: its "blue-water" fleet of transports and freighters and hos-
seagoing personnel, the Army called upon trained merchant seamen, and they responded.

Army vessels are operated by three distinct types of personnel—civilians, contract employees, who are neither soldiers nor civilians but a little of each, and regular Army personnel.

Civilians man the ships under charter to the Army. For instance, if it is short of cargo boats for an operation, it calls upon the War Shipping Administration for assistance. The WSA allocates vessels from commercial shipping lines to the Army Transportation Corps. They may be either American or British ships, and are manned by their regular civilian crews. Some of these are “one-voyage allocations,” but WSA agents overseas often allocate these same vessels back to the Army for return voyages. About 35% of all ships controlled by WSA are allocated to the Army, the remainder to the Navy, to Lend-Lease or other agencies.

Contract employees are experienced seafaring men who sign a contract with the Army, agreeing to all conditions of service and one year’s duty in any theater of operations. They are not actually in the Army, yet they are subject to Army discipline and courts-martial.

In the third group are regular Army officers and men, specially fitted by civilian experience and training in Army schools, who make up the small-boat and harbor-craft companies. Small-boat companies transport supplies and personnel over relatively short distances, along coasts or between islands. Many of them man the 190-foot FP (freight-passenger) ships which have proved so useful in supplying bases of the South and Southwest Pacific. Harbor-craft companies usually are found at ports of embarkation or debarkation where they transfer cargo and troops from ship to shore, and vice versa.

Since the harbor-craft and small-boat program is only two years old, the seagoing soldiers are not especially salty, by Navy standards. Administrators of the program have been too busy prosecuting the war to design special uniforms for them, although such a plan has been discussed. They wear the ordinary Army uniform, with Transportation Corps insignia and the shoulder patch of the Army Service Forces, and they hold Army ranks and ratings relative to those of Navy men doing similar work.

For instance, one of the Army’s Class B boats, such as an FP vessel under 125 feet, or a self-propelling barge 100 feet or over, has a crew of about 14 or 15. The skipper is a first lieutenant, and the marine engineer and first mate are second lieutenants. The second engineer and second mate are warrant officers, junior grade. The third engineer is a master sergeant. The bos’un, the first aid man and one deck hand are corporals, and there are two deckhands who are privates. The cook is a technician fifth grade, and he has a helper who is a private. A radio operator, who is a technician fourth grade, and an electrician, who is a technician fifth grade, complete the crew complement.

While the Army has no specialists corresponding exactly to the Navy ratings, it has technicians in various pay grades. These technicians cover every field—office workers, metal-smiths, mechanics, carpenters. In pay grade they correspond to the Navy’s first, second and third class ratings.

Although seagoing soldiers wear Army uniforms and have Army ranks and rates, they have accepted nautical terminology. They say “port” and “starboard” and “deck” and “bulkhead.” Whenever in doubt, they use the Navy or merchant marine practice as their standard. Unless ordered outside the continental limits, they do not draw sea-duty pay.

Many of the Army’s “sailors” had small-boat experience before they joined the service, mostly as yachting enthusiasts, fishermen or commercial boatmen.
Schools were established at Camp Gordon Johnson, Carrabelle, Fla., and at West Coast ports of embarkation to indoctrinate men for harbor-craft and small-boat companies. The principal subjects taught are seamanship, piloting, navigation and marine engineering. Students have an opportunity to go on tugs and small craft working in harbors to gain first-hand experience. At the Seattle Port of Embarkation, which includes a modification center for various types of boats, the students work on projects involving both construction and maintenance.

Every effort is made to permit personnel to qualify for further study in specialized subjects, such as navigation, cooking or first aid. Those who do not make the grade as specialists are then classed as ordinary seamen. Top men of every group usually are made warrant officers, and many of them are sent to other training centers for advanced study.

The Army's "Annapolis" is the Transportation Corps Marine Officers' Cadet School at St. Petersburg, Fla. Operated for the Army by the U. S. Maritime Commission, this school takes the honor graduates of the Maritime Commission's four apprentice schools and turns them out as potential ship's officers. Courses there are 12 weeks for deck officers and 10 weeks for engineering officers.

Upon completing the course, graduates become contract employees, starting at a base pay of $2,200 a year, or some may be permitted to apply for commissions as lieutenants in the Army.

The semi-civilians (contract employees) manning the larger vessels operated by the Transportation Corps are usually from the merchant marine. Their uniforms, insignia and rating badges follow the merchant marine style. The captain and chief engineer wear four gold stripes on their sleeves, while the chief officer and the staff engineer wear three and a half stripes. Number of stripes varies with rank, down to the junior third officer, who wears a half stripe.

Rating badges for petty officers are patterned after those in the Navy, with oilers, firemen and coal passers wearing the rating badge of a machinist's mate, and the wheelman rating badge corresponds to the Navy's quartermaster insignia. Chief petty officers wear a cap device of their specialty, enclosed in a gold wreath.

Army ships in convoy are under the command of the convoy commodore. On each Army transport the captain or master is in command of the ship and the crew, but the commanding officer of troops, who is an Army officer and remains aboard the transport as it plies back and forth, is in command of all the troops on the ship. A naval officer has charge of the Armed Guard crew.

During the 1943 fiscal year the Army spent $244,670,000 for construction of small craft alone, which was an increase of 25% over 1942. More than $300,000,000 will be spent during the 1944 fiscal year.

Principal types of small craft now under construction are self-propelled barges, 125-foot to 199-foot freight and passenger vessels, launches, 15-foot skiffs, crash boats ranging from 27 to 104 feet in length, mine yaws, tugs, Higgins landing barges, lighters, ramp landing boats, sea sleds and marine tractors (sea mules).

To the Army must go credit for developing the "duck," an amphibious 2 ½-ton truck.

The major units of the Army's fleet supply from the various ports of embarkation. The New York Port of Embarkation, for example, has the responsibility, among others, of supplying the European theater of operations. The Seattle Port of Embarkation supplies bases in Alaska and the Aleutians.
Good Samaritan Fleet

The Army Air Forces has a navy, too—a fleet of small, speedy crash boats from 27 to 104 feet in length that specialize in rescuing flyers forced down on the water.

Operated independently by the AAF, these rescue boats are based near Army air bases at home and abroad wherever a base is situated near a large body of water. It has been found, for some mysterious reason, that fledgling pilots invariably make forced landings on water if there is any in sight.

Prior to 1941 each air base set up its own rescue service, using whatever boats and personnel were available. Because personnel qualified to handle the crash boats were constantly being transferred, the Army Air Forces decided to establish the Emergency Rescue Service.

The AAF now has its own boat school at Gulfport, Miss., whence trained rescue personnel are sent to the combat theaters. Every man entering the school, commissioned or enlisted, is given the basic 12-week individual and six-week unit training course. At the end of 12 weeks the specialists are organized into crews of approximately 13 men. Here the future mates, engineers, oilers, deck hands, radio operators and boatswain's mates begin to learn their assignments.

Officers chuckle about the first cruise made in the Gulf of Mexico by a crew just out of the school. One night, while about 200 miles out in the gulf, a mysterious light which blinked off and on was sighted. While the ship slowly circles the light at a safe distance, the skipper got out his textbook and tried to figure out what to do next. Crewmen were certain it was either a U-boat or the Scharnhorst, and in either case they wanted to open up with their 50-caliber machine guns.

On board was a very unpopular lieutenant. He was so mystified as the crew about the blinking light. Suddenly this lieutenant saw a wake heading straight for the ship. Shouting, “Torpedo, torpedo,” he dived head first down the hatch. The torpedo proved to be a porpoise which approached the ship, then gracefully dived under the hull. What the light was no one ever discovered, but there after the cry of “torpedo” went up whenever the lieutenant approached. He soon asked for a transfer.

There are many different types of Army crash boats, including the swamp glider, designed for use in marshy areas. This glider has a special airplane propeller which enables her to skid safely over the top of marshes. The 85- and 104-foot boats are intended for seagoing rescue work, the smaller ones for inland lakes and waterways. The 85-footer is about the size of the Navy PT-boat and has a speed of 40 to 42 miles an hour. It is powered with two Packards and two Chrysler cruising motors. In appearance it resembles the Navy's 63-foot crash boat.

Latest addition to the Emergency Rescue Service's fleet is the air-borne life boat. This is a 27-foot boat, equipped with two 5-HP engines, which can be dropped from the air by a B-17 or B-29. The boat is hooked to the bomb shackles and can be released like a bomb. It floats down gently, supported by three 48-foot parachutes.

These life boats are completely equipped with emergency food, medical supplies, etc., and even have sails. One already has been sailed across the Gulf of Mexico. Large enough to accommodate an entire bomber crew, the boats have a cruising radius of from 400 to 500 miles.

On board an 85-foot crash boat are comfortable quarters for the crew of 10, a galley equipped with an electric stove and refrigerator, a sick bay staffed by a medical technician. Ship-to-shore, ship-to-ship and ship-to-plane communication equipment keeps it in constant touch with the base, searching aircraft and other rescue craft.

Each member of the crew has a job to perform when a rescue is made. The vessel proceeds to the scene at full speed and maneuvers into position. The crew is on the alert at rescue stations and, in hostile waters, the gunners stand at battle stations. Rescue nets, rubber suits, crash tools, first-aid equipment to the dispensary where the surgical technician gives first aid.

In addition to playing the role of Good Samaritan to pilots in distress, these fighting ships are fighting ships too. They carry enough armament to protect themselves against attack from aircraft, and they also pack a punch for use under certain other conditions in combat areas.

Newspapers recently carried a story about a 40-foot AAF crash boat that ventured far out into the choppy South Atlantic and rescued the entire 71-man crew of a torpedoed American merchant ship after they had been adrift from nine to 10 days.

The crew of six volunteered for the mission after an Army pilot had spotted one of the four life boats. After nearly two days of searching the crash boat pulled alongside the first life boat and took 19 survivors aboard. Seventy miles away she found two more life boats and took them in tow. After taking the survivors back to base, she returned to the scene the next day and picked up the last boat load of survivors.
Air-Sea Rescue Team

Using Navy and Coast Guard seaplanes, crash boats and blimps, the Air-Sea Rescue Task Unit of the Navy's Western Sea Frontier has saved more than 80 lives in four months while maintaining a record of rescuing 98% of the survivors of plane crashes off the U.S. West Coast.

Except in the case of occasional long-range flights, an average of 84 minutes elapses between a crash and the arrival of the rescue craft, and it usually takes only another two minutes to haul the survivors aboard. The rescue record—90 seconds—is held by a crash boat that just missed catching a pilot as he parachuted into the sea.

Forty-knot, 62-foot crash boats make most of the pickups, while blimps and PBYs are used primarily for searching. The task unit maintains daily patrols up to 100 miles at sea.

Similar air-sea rescue units, manned by Coast Guardsmen, have been or are being established by other U.S. sea frontier commands.

1 Crewman race for their PBY following the report of a plane crash off the Southern California coast. They usually are winging their way to sea, from one of several strategically located bases, within six to

4 Smoke bomb dropped from PBY marks position of crash survivors awaiting arrival of rescuers. 5 PBY drops two-man raft trailing 150-foot line by which survivors can draw themselves aboard.
eight minutes of the first alarm. PBY may direct boat to crash or come down on water to pick up survivors.

Position of fallen plane is plotted by officers, who will radio the information to rescue craft.

Blimp and PBY pass near one another in search for survivors of plane forced down at sea.

Safe on raft, survivors wait to be picked up. Smoke bomb and seawater dye mark position.

PBY lands for pickup—usually made by boat, occasionally by blimp lowering harness to raft.
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. A unit is always free to request from the Bureau individual titles of particular interest.

In Lighter Vein

ANNA AND THE KING OF SIAM by Margaret Landon. Oriental court life in the 1840s is seen through the eyes of an English widow who acted as governess to the royal children and conchabines, and secretary and consultant to the King of Siam.

DICTIONARY SERVICE SLANG by Park Keniall. Entertaining definitions of the current crop of service slang.

HOW TO MAKE MUSIC ON THE HARMONICA by P V Planta. This book plus interest and an harmonica are all YOU need to start your musical career.

SECRETARY'S PROGRESS by Dwight Smith. Methods of counterfeiting and the fight of the Secret Service against them, with case histories of some of the outstanding "artists" in the field.

EASY BY SOUTHERN CROSS by Christopher Le-Farge. Fictionalized reports of the life of the Pacific fighting men.

EASE OF MAMMALS by Bartimeus. Naval action in the Mediterranean from the time America fought alone against terrible odds, to the death of a Technique-controlled control of the Mediterranean was assured.

PACIFIC WORLD edited by Fairfield Osborn. The Pacific, its vast distance, its lands and life upon them and its peoples.

PROOFS ON A BARGE by Edgar Snow. First-rate reporting from India, Russia, and China by one of our best informed correspondents.

TREATY PORTS by Hallett Abend. A rich pageant of life in the Chinese cities "where East and West met to agree" gives the background of relations between whites and orientals.

WOODROW WILSON by Gerald W. Johnson. Photographs of a great man and his great failure.

Sagebrush Sagas

HORSE THIEF CREEK by Bliss Lomax. An action-filled Western, involving several murders, cattle rustling, a smuggling ring and an old cache of gold.

THE HEART OF A WORM byproducts. Lovely Pat Ryan struggles to keep her little back-country railroad from falling into the hands of a ruthless and crooked politician.

ROCKY MOUNTAIN RANGER by William Marshall Burden. Paths played his role with courage as he battles for the land.

GREAT FREEWAY by Richard Lovett. Wild Horse Shorty by Nelson C. Nye. An action-filled Western involving several murders, cattle poisoning and smuggling.

WILD HORSE SHORTY by Nelson C. Nye. The story of an Indian brave who led a gang of crooked politicians in the Forest Ranger service.

Wild Horse Shorts by Nelson C. Nye. There’s a new twist in this story of an Arizona saddle tramp who seeks his fortune in a barren range and horse breeding.

WILDERNESS CHAMPION by Joe Lipincott. King, leader of the wolfpack, struggles with the Ranger for the devotion of a red head woman who has learned to run with the wolves.

Solid Stuff

Bride in the Solomons by Osa Johnson. Fishing trips of today recalled in the days of exploratory travel when Osa and Martin Johnson covered the Solomons in search of photographs of cannibals.

COUNTERFEITING: CRIME AGAINST THE PEOPLE by Dwight Smith. Methods of counterfeiting and the fight of the Secret Service against them, with case histories of some of the outstanding "artists" in the field.

Easy by Southern Cross by Christopher Le-Farge. Fictionalized reports of the life of the Pacific fighting men.

Ease of Mammals by Bartimeus. Naval action in the Mediterranean from the time America fought alone against terrible odds, to the death of a technique-controlled control of the Mediterranean was assured.

Pacific World edited by Fairfield Osborn. The Pacific, its vast distance, its lands and life upon them and its peoples.

Proofs on a Barge by Edgar Snow. First-rate reporting from India, Russia, and China by one of our best informed correspondents.

Treaty Ports by Hallett Abend. A rich pageant of life in the Chinese cities "where East and West met to agree" gives the background of relations between whites and orientals.

Woodrow Wilson by Gerald W. Johnson. Photographs of a great man and his great failure.

New Books in the Armed Services Edition

Thirty-two new titles are published each month in the Editions for the Armed Services. Comment concerning them can be appreciated by BuPers. The titles currently being distributed to all ships in commission and to shore based activities outside the United States are:

K-1: DAY, THIS SIMIAN WORLD by Frank Goodwyn. Superstition and legend pervade this story of an imaginary animal made to believe by his own music.


K-5: HOW IT STARTS by Thomas B. Costain. Exciting! positive of the Napoleonic era, of campaigns, strategies, early reforms, affaires de coeur—all tightly packed with suspense.

K-6: SHIP TO SHORE by William McFee. Bored with planks and smokestacks, the captain of a luxury liner finds a reason for living in his romance with a New York business girl.

Whodunits

K-7: ALL FALL DOWN by L. A. Strong. Jocelyn McFly’s investigation into the murder of the sponsor missed the bow completely, and the bottle struck a spectator, who fell overboard.

K-8: STRIPED BARBS by O. H. P. Rodman. Fly casting, surf casting and trolling plus interest in an harmonica are all YOU need to start your musical career.

K-9: MR. GLENCANNON IGNORES THE WAR by A. A. Fair. Donald Lam, home from the wars and up to his neck in a swift-moving murder mystery.

K-10: SIX SILVER HANDLES by Geoffrey Homes. A $1,000 college prize, and various fruit tramp were the only clues:

How Did It Start?

CHRISTENING SHIPS: A launching ceremony of drinking a toast from a silver cup, then throwing the cup into the sea, was the immediate forerunner of our present-day custom of throwing a bottle overboard as a benediction on a new ship. Near the end of the 17th century the practice of breaking a bottle of spirits across the bow of a ship to substitute for drinking the toast, possibly because of the cost of the silver cup. The original custom apparently was to throw the bottle at the bow of a new ship, but, so a story goes, once the sponsor missed the bow completely, the bottle struck a spectator, who fell overboard. However, the British Admiralty for damage. After that the bottle was always secured by a lanyard, even today. (If you have a different version, send it along to the editor.)
Legislative Matters of Naval Interest

Amendments to the Pay Readjustment Act of 1945, broadening the base of prior service for which officers and enlisted personnel may receive credit for longevity purposes and making changes in the payment of certain allowances, became law on 7 Sept. 1944 when the President signed H. R. 1506 (now Public Law 421, 78th Congress).

Briefly summarized, the law does the following:

- Makes permanent the right (here-tofore temporary) of officers to count prior enlisted and warrant service for longevity pay purposes, permitting them to take credit for such service to the retired list. While commissioned officers may count prior enlisted and warrant service for longevity pay purposes, only commissioned service with creditable record may be counted for purposes of advancement in pay period.

- Allows warrant officers and enlisted warrant officers to count for pay purposes all types of service that officers may count, with a few exceptions.

- Adds to services which may be counted for pay purposes service in the Enlisted Reserve Corps, the Army and Navy Medical Reserve Corps and Army and Navy Dental Reserve Corps.

- Makes service women eligible for allowances for dependent (in fact) husband, children or parents.

- Authorizes payment of mileage from place of release from active duty to place from which originally ordered to active duty, even though such travel is not actually performed between the two points.

- Grants payment of reenlistment allowance to reservists with not less than one year's continuous active service who, within three months from date of discharge from reserve, enlist in that branch of the regular service. The allowance will be computed on the basis of the number of full years of continuous active service immediately preceding discharge from the reserve component.

Longevity pay, as usual, means an increase of 5% in base pay for each three years of service recognized for this purpose, the total increase not to exceed 60% for a period up to and including 30 years.

Under provisions of the new act, no back pay and allowances accrue to any person who is not entitled to receive active and retired pay on 7 Sept. 1944.

While the law became effective 1 Oct. 1944, provisions affecting longevity pay are retroactive to 1 June 1942. Instructions to be issued to disbursing officers will permit readjustment of pay accounts of all officers and enlisted personnel involved back to 1 July 1942. Longevity pay and allowances for the period 1 to 30 June 1942 will be paid, however, only on submission of claims to the General Accounting Office, through disbursing officers and official channels, because the appropriation of the Navy Department for pay purposes prior to 1 July 1942 has lapsed.

In passing the pay bill amendments outlined above, Congress did not approve the proposal to allow service as midshipmen, cadets and aviation cadets to be credited for longevity pay purposes. Separate bills (S. 2127 and H. R. 5072), designed to accomplish this objective, were introduced recently and are now pending in Senate and House. The measures have been approved by the Navy Department.

Legislation to permit members of the Women's Reserve of the Navy, Marine Corps and Coast Guard to volunteer for assignment to shore duty in the American area (including North and South America) and the territories of Hawaii and Alaska, which are in the Pacific area of operations, was passed by Congress and sent to the White House where, as the BULLETIN went to press, it awaited action by the President. The new legislation would not affect provisions of existing law barring women from foreign service in other areas.

Only those Women Reservists who volunteer for duty outside continental U. S., within the limitations outlined above, and who are eligible will be considered for assignment under the legislation if it becomes law.

* * *

Executive confirmations for temporary service recently confirmed by the Senate:

- To be Admiral: Chester W. Nimitz and Royal E. Ingersoll (to replace spot promotions in each case).

- To be rear admirals:
  


- To be commodores, to continue while serving in indicated billets, Albert G. Noble, with 7th Amphibious Force.

- Cortlandt C. Baughman, commander of a naval base.

- William M. Quigley, deputy commander, forward areas, Central Pacific.

- Virgil E. Korn, commander, amphibious forces in United Kingdom.

- Edward C. Kadczak, deputy administrator for small vessels, War Shipping Administration.

- Oliver O. Kessing, island commander.

- Gail Morgan, commander, NOB, Midway.

- Dixwell Ketcham, commander, Fleet Air Wing 1.

- Julius F. Hellweg, superintendent, Naval Observatory.

- Milton S. Davis, port director, Naval Transportation Service, San Francisco.

- Charles F. Russell, commander, NTC, Bainbridge, Md.

- Harry A. McClure, commander, NTC, Norfolk, Va.

- Schuyler F. Heim, commander, NOB, Terminal Island (San Pedro), Calif.

- Harry A. Baadt, commander, NTC, Sampson, N.Y.

- Cary W. Magruder, commander, NTC, Newport, R. I.

- Robert R. M. Emmet, commander, NTC, Great Lakes, Ill.

- Vance D. Chapline, director, Fleet Maintenance Division, CNO.

- Frank M. Kelley, commander, NTC, Farragut, Idaho.

- Robert S. Haggart, commander, NTC, San Diego, Calif.

- Edmund W. Burrough, staff of Command.


- John K. Richards, commander, OTC, New York.

- Richard A. Warner, Medical Corps, medical officer in command, naval dispensaries, Navy Department, Washington, D. C.

- In the Marine Corps:

  - To be major general: Lemuel G. Shepherd Jr. and Graves B. Erskine.

  - To be brigadier general: Robert Blake and William A. Worton.

What's in a Name?

Scuttlebutt: Sailing vessels carried large casks which were filled with fresh water for drinking purposes at the commencement of each voyage and at points where fresh water could be obtained during the voyage. Smaller casks, known as "butts," were placed conveniently throughout the ship and filled from the large containers. Water was drawn from the "butts" by means of a spigot placed in a "scuttle" (Anglo-Saxon for "hole") in the side. Hence, the term "scuttlebutt," meaning water cask and, more generally, all miscellaneous pieces. Since men exchanged stories as they gathered round the scuttlebutt for drinks, the term also grew to mean gossip or rumor.
THE REAL POINT ABOUT NAVY DAY

On 27 October the folks back home will celebrate Navy Day. They will have a great deal to celebrate; we have been built into a fleet of staggering size, and we have won great victories.

But—and how big a "but" it is, the Navy knows only too well—Navy Day will have to be celebrated this year in full recognition of the job yet to be done, that some day soon, the real victory may be celebrated without reserve.

1944 NAVY DAY POSTER

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of selecting 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.

SEA DUTY

Sirs: Does an enlisted man's time (sea duty) count double during this war?—M.L.C.

No. Sea duty has not counted double since the Spanish-American War.—Ed.

SYMPATHY CHITS REQUESTED

Sirs: Would it be possible to obtain 400 reprints of the Sympathy Chit published in your August 1944 issue? If not, may we borrow the plate and have some printed?—R.C., Etna, Tenn.

Sirs: May we have permission to reprint the chit?—W.M., S.C.

Sorry, neither reprints nor plates are available—but the Sympathy Chit was purposely published large enough so that readers might have it reproduced by photostat, photostat or engraving for personal use. No further permission is necessary.—Ed.

NURSES REQUESTED

Sirs: In the August issue (p. 22) you stated that a member of the Navy Nurse Corps is addressed as "Miss (or Mrs.) Smith," I believe you will find this is quite impossible, for there are no married women in the Navy. Marriages automatically bring about their resignation. I trust you will find this correct.—J.S., Phx., Cal.

Well, not quite. Although there are no married women in the Navy Nurse Corps, it does not bar widows or divorcees, either of whom may be addressed as "Mrs."—Ed.

USN (1)

Sirs: In the August 1944 INFORMATION BULLETIN, letters column, you stated that USN(1) was regular Navy. I am USN(1) and would like to know if it is determined whether an inductee, as I was, is placed in the regular Navy or the Naval Reserve. In regard to being in the regular Navy, I understand that the term of enlistment is 6 years. My card shows that my term of enlistment expires March 1946. Is this regardless of how soon the war ends?—P.A.P., S.C.

Inductees subsequent to induction may elect to enlist in the regular Navy or the Naval Reserve or a six-year enlistment in the regular Navy. Those who do not choose physically or otherwise qualified for either of these alternatives, will be given USN(1).—The Judge Advocate General of the Navy

The Judge Advocate General of the Navy has ruled that all men procured (Continued on Page 61)
The War

As Allied armies hammered the Siegfried Line last month and dropped an airborne army beyond it in Holland, U. S. amphibious forces struck simultaneously at two islands just 250 miles south and 550 miles east of the Philippines.

Admiral Chester W. Nimitz, USN, Commander-in-Chief, U. S. Pacific Fleet, sent his forces ashore on Peleliu Island in the Palau group, 551 miles from Davao. Site of the best Jap airfield in the Palaus, Peleliu probably was the most heavily defended island in the group; after four days Admiral Nimitz announced that more than 5,000 of the defenders had been wiped out. U. S. Army troops, landed on nearby Angaur Island two days after Marines stormed ashore on Peleliu, also made rapid progress against lighter opposition.

The Palau Islands have been an important Japanese stronghold, garrisoned by an estimated 40,000 troops. Their strategic importance was emphasized by Admiral Nimitz, who pointed out that the seizure of Palau would isolate the Japanese in the Carolines and make their base at Truk "next to useless." Palau also would provide a base from which to strangle communications between Japan and her conquered territories in New Guinea and the Dutch East Indies.

Gen. Douglas MacArthur, Allied commander in the Southwest Pacific area, effected complete surprise in landing his forces the same day on Morotai Island in the northern part of the Halmahera group. Only 10 Japs were on the beach when Army assault troops swarmed ashore. The Japanese apparently had expected a landing in the Halmaheras, but had prepared for it and built up their strength on a lower part of the islands. Pitoe airstrip, the major objective on Morotai, was quickly taken, and control of the island was secured a few hours after the landing.

General MacArthur said that seizure of this island group penetrates the Halmahera-Philippine line and imperils enemy conquests to the south by threat of envelopment. It cuts off and isolates the enemy garrison in the East Indies, estimated at 200,000 men, and severs the vital oil supply line to the Japanese mainland.

That General MacArthur will lead Allied forces in the impending reconquest of the Philippines was revealed 18 September by Admiral Nimitz, who announced that it will be the Navy's...
Five Navy Helldivers leave four Jap ships in smoke at Haha Jima in the Bonin Islands 600 miles south of Tokyo.

Task to protect and support this campaign.

Admiral William F. Halsey Jr.'s 3d Fleet paved the way for the Palau and Halmahera landings with a series of attacks on the Philippines and a final smash at Palau before the troops went ashore. On 9 September his carrier planes struck at Mindanao in the first seaborne attack on the Philippines, sinking or damaging 59 ships of various sizes and categories, destroying 68 planes and wrecking five airfields. Their most spectacular accomplishment was the destruction of an entire 52-ship convoy.

Two days later Admiral Halsey's force softened up Palau, then moved back to the central Philippines and shot down 155 planes, destroyed 277 on the ground, sank 40 more ships and damaged 43 others. During the six-day rampage in the Philippines 507 Jap planes were destroyed. Air opposition and antiaircraft fire were meager.

For the invasion of the Palaus an armada estimated at close to 2,000,000 tons was assembled, and the preliminary bombardment totaled more than 1,560 tons of shells, including 9,000 rockets fired at beach defenses by LCI's.

In the European theater, meanwhile, capitals of five countries were overrun with American doughboys fighting raged in the streets for two more days, however, and snipers attempted to pick off Gen. Charles De Gaulle when he arrived on the 29th. Brussels, capital of Belgium, and Luxembourg, capital of the duchy of the same name, were freed by the British 2nd and the U. S. 1st Armies. The Red Army captured Bucharest on 31 August, swept on to take Sofia, and by 20 September was driving on Belgrade and Budapest. Germans still held Warsaw but it was threatened by a renewed Russian drive.

The greater part of France had been liberated and the battle for Germany was rapidly drawing to a climax as Hitler's armies fled in confusion toward the doubtful safety of the Siegfried Line. In 37 days General Patton's U. S. 3d Army had chased the Germans 700 miles—probably the most rapid advance in military annals. His motorized columns slashed ahead so fast that the Nazis never could tell where the front was from hour to hour. When supply lines could not keep pace, gasoline was dropped to advance units by parachute. When General Patton finally ran "off the map" as he neared the German frontier, tons of maps were dropped to him from planes.

Chateau Thierry, Soissons, Verdun and other familiar French towns which American doughboys fought for in World War I were overrun with scarcely a struggle. General Eisenhower announced on 25 August that German losses since D-day were more than 400,000, including 200,000 prisoners. By 18 September the bag of prisoners alone had risen to 457,346 and the total was rising daily.

From the south, General Patch sent columns of his U. S. 7th Army racing north to join General Patton's 3d Army and cut off one of the few remaining avenues of escape for Germans still in France. This junction was effected on 11 September.

On the left flank the Canadian 1st and British 2d Armies swept along the Channel coast. The British took Amiens, center of the robot bomb launching activity, while the Canadians took Ostend and Dieppe. Then they moved toward Holland and were attempting to clear the Schelde estuary and open the ports of Flushing and Antwerp to Allied shipping.

The Siegfried Line was breached in several places near Aachen as the U. S. 1st Army moved toward Cologne through a country of small German farms and well-kept little forests.

The crowning blow fell on 17 September when an Allied airborne army, estimated by the enemy at 20,000 men, was landed in Holland. Hard-hitting armored forces of the British 2d Army soon joined with the airborne troops and the combined forces drove toward Rotterdam and Amsterdam.

With these powerful armies pounding at the west wall, Lt. Gen. Kurt Dittmar, Nazi radio commentator, told the German people: "It is the deficiency of means that places success out of our reach. We are beaten by the weapons we have forged."

On the other side of the Reich, the Russian drive against Warsaw was slowed down while the Reds concentrated on cleaning up the Balkans. Rumania announced on 23 August that she was joining the Allies in the war against Germany, and two days later Bulgaria asked the U. S. and Britain for surrender terms. The Russians plowed ahead through Hungarian-annexed Transylvania, captured Ploesti and the surrounding oil fields and reached Bucharest the following day.

The Finns reached an armistice with Russia on 4 September and

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<th>CASUALTY FIGURES</th>
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<td><strong>Casualties among naval personnel through 20 September totaled 62,811. Total since 7 Dec. 1941:</strong></td>
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* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.
agreed to expel all German troops by the 16th. Nazi troops began leaving but burned Finnish homes as they withdrew. There were clashes between Finnish and German troops which developed into a virtual state of war.

Charging that Bulgaria was assisting the Nazis, Russia declared war on her former Slavic friend. Bulgaria withdrew. There were clashes between Finnish and German troops which developed into a virtual state of war.

From bases in China B-29 Superfortress bombers rained tons of explosives on Anshan, important iron and steel center in southern Manchuria. One bomber failed to return from this mission.

In the Burma theater Chinese forces made contact with those of General Stillwell, and the capture of Lungleing opened a potential overland supply route from India to Tengchung.

However, the Japs were driving down the Hunan-Kwangsi railway, and an advance of 100 miles more would open two more vital routes to Japanese industrial targets. On 21 August they attacked Kyushu, Jap home island, guided to the target by fires still burning from the previous raid. Four of the big bombers were lost; 40 Jap aircraft were destroyed or damaged.

On 8 September a large force of B-29s dropped tons of explosives on Anshan, important iron and steel center in southern Manchuria. One bomber failed to return from this mission.

The Japs have lost three battleships, seven carriers, 60 cruisers, 152 destroyers, 15 submarines and 93 miscellaneous fighting ships.

Jap submarines have sunk 2,031 of those vessels since Pearl Harbor, not counting about 280 destroyers, river boats and lesser craft. The Japs have lost three battleships, seven carriers, 60 cruisers, 152 destroyers, 15 submarines and 93 miscellaneous fighting ships.

U-boat activities in the Atlantic sank to the lowest ebb of the war as German submarine bases in France were captured and the remaining subs forced into the North Sea.

At Quebec, President Roosevelt and Prime Minister Churchill met with their military leaders, for the 10th time during the war, to discuss plans for the final crushing blow against Germany and a unified campaign against Japan. As Mr. Churchill remarked on his arrival at the conference: "Victory is everywhere."

**Avenger springs aloft with assistance of four 330-horsepower jet units.**

**Navy Now Has Jet Units To Aid Planes In Takeoff**

The Navy is now prepared to use jet-assisted takeoff for both carrier planes and flying boats. The jet propulsion thrust reduces takeoff runs and increases plane loads.

Jet units, cylinders full of a solid propellant, are fastened to the fuselage of a plane and ignited by an electrically controlled spark plug. Each unit delivers thrust equivalent to about 280 horsepower, which is available throughout the takeoff period.

Using these units, a Navy fighter can cut its takeoff run in half. This means that carriers can use more of their deck space for planes and get more planes, more heavily loaded, into the air sooner. Land-based Navy and Marine fighters can use small island airstrips safely.

The Navy's big flying boats will find JATO (jet-assisted takeoff) extremely useful, too. With four, six or eight JATO units, used in salvo or in a series, a flying boat can greatly increase its payload and still take off in the limited area of Pacific island lagoons.

The Navy started its jet-assisted takeoff experimental program more than three years ago at the Naval Engineering Experiment Station, Annapolis, Md., under the supervision of Capt. Calvin M. Bolster, USN. The first small jet units were built by the California Institute of Technology, and the first flight test was made on 1 March 1945 by Capt. William L. Gore, USMC. While still a Marine private, first class, Captain Gore had believed enough in the jet-assisted takeoff to spend his own money on experiments.

Five units were installed on a Wildcat fighter, in which he taxied to the runway and flicked the switches that fired the JATO units. There was a loud, shrill noise, like steam escaping from a dozen high pressure boilers, and the Wildcat shot into the air on a column of white smoke. It was by far the quickest takeoff that plane had ever made.

Comdr. Leroy C. Simpler, USN, former commander of Fighting Squadron 5, made the first jet-assisted takeoff from a carrier with the same plane on 18 March 1943. Again the speed of takeoff amazed pilots.

Meanwhile, in 1942, the Navy had let contracts for further experimental development to the Aerojet Engineering Corp. of Pasadena, Calif., which went to work on a more powerful unit. By June 1943 the power of the units had been increased five times their former value and, following highly successful tests, orders were placed for quantity production.
THE MONTH'S NEWS

INSPECTION: Secretary of the Navy James Forrestal chats with jeep driver on visit to front in Southern France.

Navy News

- A 2,200-ton destroyer named in honor of the late Secretary of the Navy, Frank Knox, was launched at Bath, Me., on 17 September. It was christened by Mrs. Knox, who was introduced by Under Secretary of the Navy Ralph A. Bard. Mr. Knox was extolled by Admiral Ernest J. King, USN, Cominch and CNO, who welcomed the new destructor to the fleet. The *Frank Knox* carries five-inch dual purpose guns and a powerful array of 40-mm. and 20-mm. antiaircraft guns, in addition to torpedo tubes and other offensive weapons.
- The Army-Navy football game on 2 December will be played at Annapolis and attendance will be limited to residents within a 10-mile radius from Annapolis. This limitation was imposed to avoid any unnecessary burden upon transportation facilities and to discourage nonessential use of gasoline and tires. Since the Naval Academy is the home team this year, arrangements for the game are made by the Navy.
- To handle an estimated 25,000,000 Christmas packages for Navy, Marine Corps and Coast Guard personnel at sea or overseas (INFORMATION BULLETIN, Sept. 1944, p. 66), Fleet Post Offices at New York and San Francisco have acquired 450,000 square feet of additional space and increased their staffs by 50%. The expansion at San Francisco includes the use of an entire building, plus six Quonset huts, while the New York office has taken extra space at Pier 51. Personnel increase in both offices will total 1,900. The deadline for mailing Christmas packages overseas is 15 October.
- Navy personnel throughout the world will have the usual turkey and all the “fixin’s” on Thanksgiving day, 23 November. The Navy has purchased 12,000,000 pounds of choice young tom turkeys for its three “turkey days”—Thanksgiving, Christmas and New Year’s—which will allow about one pound for each man in the U. S. and 1½ pounds for those afloat or overseas. In addition to roasting turkeys, the menu for all three holidays will contain such delicacies as tomato juice, sweet pickles, celery, olives, giblet gravy, sage dressing, cranberry sauce, mashed potatoes, asparagus, fruit salad, Parkerhouse rolls, mince pie, ice cream, nuts and coffee.
- The Commanding General of the North Area has been informed that “His Holiness the Pope has expressed his appreciation of the fine example, bearing and conduct of Allied troops in Rome.” It was revealed last month by Mr. Myron C. Taylor, the Personal Representative of the President of the United States to His Holiness the Pope.
- Officials of a group of factories and shipyards that have supplied the Navy with materiel and munitions during the war have organized the Navy Industrial Association for the purpose of continuing their teamwork after hostilities have ceased. Aims of the new organization are (1) to establish a close working relationship between the Navy and the industrial concerns; (2) to provide a mutual understanding so that problems of the Navy and industry can be met through cooperative effort; (3) to assist in scientific research in all fields which affect the maintenance and growth of the Navy; and (4) to assist the Navy with technical information. The new association was praised by Secretary of the Navy Forrestal, who was guest of honor recently at a dinner attended by 1,500 representatives of the Navy and industry.
- An agreement establishing joint Army-Navy disciplinary control boards in each naval district and Army service command within the continental limits of the U. S. was announced on 29 August by Ralph A. Bard, Acting Secretary of the Navy, and Robert F. Patterson, Acting Secretary of War. These boards will meet at least once per month to consider reports on prostitution, venereal disease, liquor violations and other undesirable conditions, as they apply to service personnel. Boards will recommend “out of bounds” areas and will cooperate with civil authorities in dealing with problems under the boards’ jurisdiction.
- After five months in the Atlantic and Mediterranean theaters, during which time she participated in every European engagement involving sea support, the USS *Nevada* arrived in New York harbor last month.

So Sorry

A Jap pilot, who mistook a Navy fighter for a friendly plane paid for the mistake with his life.

Lt. (jg) James Ritchie, USNR, was flying a Helldiver on a photographic mission in the Pacific recently when he sighted a Hamp fighter 2,000 feet above him. The Jap saw him, waggled his wings in a friendly gesture of recognition and began a slow circle.

Lieutenant Ritchie waggled his wings back with equal friendliness and climbed closer to the Jap plane. Coming within easy range, he opened fire and the Hamp plunged into the ocean in flames.

Navy reveals new role for landing ship: Piper Cub plane is about to take off from runway on LST.
On D day the Nevada received an assignment from fire support officers to open up on three separate enemy concentrations consisting of infantry, tank and artillery units. Her guns wiped them out in a little over 20 minutes, and the Army acknowledged that the Nevada's gun support secured the beachhead.

The last salvo fired from the Nevada's guns before she was ordered home destroyed the Chateau d'If, off Marseille, where the Count of Monte Cristo was imprisoned. It had been fortified by the Germans.

- Two new Navy frigates have been named the USS Uniontown and USS Gladwyne in honor of the home towns of Gen. George C. Marshall, chief of staff of the U. S. Army, and Gen. Henry H. Arnold, commanding general of the Army Air Forces. Uniontown, Pa., is the birthplace and official residence of General Marshall, while Gladwyne, Pa., is the official residence of General Arnold.

- Fireproof plywood has been developed through cooperation between BuShips, the Forest Products Laboratory and private industry, and will be used extensively in the Navy for bulkheads in small craft and in repairing battle damage. Laboratory tests have shown that a piece of treated plywood 3/16 inches thick can be subjected to temperatures of 1,200 degrees F. for 20 minutes and, although the side exposed to heat chars, the other side does not even discolor.

- J. B. Sardiga, Y1c, USNR, now stationed at Camp Parks, Calif., is believed to be the first in the Navy to receive a master's degree by completing his studies through correspondence courses arranged by the Educational Services Section of BuPers. He was awarded an M.A. degree from Hardin-Simmons University on 20 August after completing a course in personnel management, by correspondence, at Iowa State University. Sardiga has been a school teacher for 13 years, having formerly headed the department of commerce at East Central Junior College, Decatur, Miss. First Navy man to receive a bachelor's degree this way was Laurence L. Davis, Y1c (Aug. 1944 Information Bulletin, p. 62).

- More than 30,000,000 pieces of V-mail, airmail and regular letter mail destined for the Atlantic area was sent from the Fleet Post Office, New York, by plane during July. This unusual service was made possible by excellent flying weather which permitted many cargo planes to carry more mail as filler. More than 99,000,000 pieces of Navy mail were handled by all Fleet Post Offices during July.

- To conserve rubber the Navy is now retiring 15,000 airplane tires a month, thereby freeing manufacturers' facilities and natural rubber for the production of new tires. In many cases it has been possible to retreat aircraft tires more than once without danger to personnel or planes. In the past year an officer has been designated at each air station in this country to see that tire pressures are checked every 24 hours; that tires not in use are stored in the correct position and temperature; that seaplane ramps are kept clean of sea shells and other abrasives; that tires are washed of salt water; and that they are protected from the sun and from oil during plane repairs.

- One of the world's shortest airmail routes—17 miles in length—has been put into operation by the Navy in Bermuda. Every morning a Grumman Goose takes off from the Naval Air Station with sacks of mail for naval personnel stationed on the opposite end of the island. The amphibian plane makes the trip in 11 minutes. The trip would take about two hours by truck, under existing speed laws and with unpaved roads.

- Quick thinking on the part of a rear seat gunman in a Helldiver probably enabled the pilot to elude pursuing Jap fighters and return to his carrier:

  William O. Haynes Jr., ACRM, USN, of Cranston, R. I., was shot through the jaw in a raid on a Jap-held island and couldn't speak on the intercommunications microphone to his pilot. Knowing that an intercom mike makes a slight click in the pilot's earphones when turned on, he turned the mike off and on and managed to tell the pilot in Morse code that he was still alive and also to warn him of pursuing Jap fighters.

- War bond purchases by naval personnel in August again passed the $30,000,000 mark, reaching a total of $34,719,265. This included purchases of $18,513,225 by the payroll savings plan for civilian personnel, $12,201,281 by allotment purchases for uniformed personnel and $3,944,759 in cash sales. Civilian employees of naval centers led all other naval groups in August bond purchases. Naval Training Center, Great Lakes, Ill., led in new military allotments for the month with 23,528.

- A staff of young men, some of them only 26, helped Rear Admiral Frank J. Lowry Jr., USN, commander of the 8th Amphibious Force, plan the assault on southern France. His chief of staff is 41, the deputy chief of staff 38, and the planning officer 35. The assistant planning officer, planning operations officer, staff gunnery officer, chief signal officer and current operations officer all are 26 years old and members of the Naval Reserve.

- Four employees of the Navy Hydrographic Office, whose combined service totals 180 years, have received letters of commendation from the Secretary of the Navy. They are Hendree P. Simpson, 51 years' service; Charles W. Lehew, 46 years' service; Albert E. Dye, 42 years' service, and Howard R. Mayhew, 41 years' service.

- So thoroughly have Allied navies driven German raiders from the seas...
QUONSET CHAPEL: Newest thing in church architecture is this "cathedral" built on Eniwetok in the Marshalls.

and sky around the British Isles that an American cargo ship was able to sail through the English Channel and Irish Sea recently without an escort. The ss Ephraim BREvard made the voyage alone accidentally when she failed, through a misunderstanding, to rendezvous with her convoy. Not a single U-boat or German plane was encountered.

A new powdered salt water soap, developed particularly for use in ship's laundries, is now included in standard stocks at all Navy Yards. It will also be available at advance bases within a short time. The soap will enable ship laundries to use salt water instead of fresh water, thus conserving critical supplies, and will clean clothes more rapidly without injuring fabrics. For years the Navy has issued salt water soap in bar form for use by sailors but it is not adaptable for use in laundry machines. The new product was developed by BuShips.

Ships & Stations

• On the desk of Lt. (jg) Rex L. Christensen, (CHC) USNR, Mormon chaplain at NTC, Farragut, Idaho, is an object that is almost bound to make a caller feel at home. It's a cookie jar. The jar, in the form of a medieval monk and inscribed "Thou Shalt Not Steal," was the gift of two lady visitors who decided the office needed a touch of home. From 75 to 100 men a day call on the chaplain and the steady supply of home-made cookies sent from all sections of the country never gets stale.

• Howard W. Pingree, PhM3c, USNR, on duty at the Naval Hospital, NTC, Farragut, Idaho, killed a 2-lb., 14-in. trout while skipping stones on Lake Pend Oreille. Pingree had five witnesses and the fish to prove the feat.

• Newest editions to fire-fighting facilities at NAS, Corpus Christi, Texas, is a red jeep for Fire Chief J. H. Rowan, ACOM, USN (Ret.). The jeep spearheads the Fire Department's attacks on fires and the hazards which produce them. Equipment for extinguishing small blazes is carried aboard.

• Frances Sims, PhMSc, Naval Hospital, San Diego, Calif., attended the launching of the uss Hocking as a spectator and ended up as sponsor of the 455-foot, 10,500-ton combat transport. She was chosen when an employee of the shipbuilding company who had won the right in a drawing to pick the sponsor couldn't locate his wife or daughter in time.

• Mascots: Brutus, 185-lb. great dane, died of dropsy at NAS, Squantum, Mass., where he had mascoted since 1942; Scuttlebutt, aged bird dog, was crushed to death by a truck at Camp Lee-Stephenson, Quoddy Village, Me.; Blacky, commissary cat at the Naval Hospital, Farragut, Idaho, mothered a litter of four; Student Prince, great dane at the ATB, Little Creek, Va., was rated S2e; an unnamed goat was striking for a rate at an NAS, "Somewhere in the Pacific," where it is mascot of the local CBMU; Brownie, curly-tailed pup at NAS, Quonset Point, R. I., goes daily to the ship's service store for a dish of ice cream.

• A veteran of almost three decades of Navy service, the uss Melville now has the job of helping to keep in repair the fleet of shuttle men and supplies from the British Isles to the Allied armies in France. A former destroyer tender, the Melville is now a "jack of all ships," performing services ranging from "necessary repairs to a spud peeler" on an LST to the casting of spring bearings for a transport. Her job list shows 9,879 hours of work aboard vessels during June. The Melville also acts as station ship, her boatmen touring the harbor to gather information, while on board a man may get his hair cut, have his teeth fixed or get a new uniform. One of her proudest moments came when her gunners joined in a heavy antiaircraft barrage and shared in shooting down a Nazi raider.

• For lack of a better name it's called the Overhead Reading Device, and that's just what it is. The ORD (see below) enables a patient to read a book, evén turning the pages, while remaining flat on his back. It was developed by the civilian librarian and two pharmacists' mates with the help of a carpenter, at the Naval Hospital, Long Beach, Calif. Constructured of wood with Plexi glass inserted within the frame as a holder for the book, the device can be easily attached to any bed post and can be turned out of the way when not in use.
The Home Front

- More than half a million jobs for the 1,279,000 veterans who have already returned home have been found by the Veterans’ Employment Service of War Manpower Commission. WMC Chairman Paul V. McNutt said that monthly placements soared to more than 50,000 for last July as against 5,000 during July 1942. From 50 to 60% of the men actually employed before the war want their old jobs back, he said.

- The first Robert E. Peary, 10,800-ton Liberty ship that was built and delivered in the world’s record time of one week, has just rounded out her second year of war service. This vessel’s keel was laid in the Permanente Metals Corp. yard at Richmond, Calif., on 8 Nov. 1942. Four days later she was launched and three days after that she was ready for her trial run. The first year of service the Robert E. Peary traveled more than 42,000 miles in the Atlantic and Pacific. She has been dry-docked twice, but only for damage from external causes.

- The Hatch Act (Public Law—76th Congress: “An Act to prevent pernicious political activities”) has been amended to relax restrictions on lending material, movies and radio programs for service personnel. The law, as amended, no longer prevents the Army or Navy, or their personnel, from “selling, distributing, presenting, or making available to members of the armed forces books, magazines, or motion picture films, plays, or written material generally presented to the public in the United States; or written material for use in educational programs of the armed forces similar to written material generally provided for use in civilian educational programs by recognized educational Institutions in the United States.

When the selection of books, magazines and newspapers is necessarily limited by difficulties of transportation or other exigencies of war, however, the law requires that their selection be made in some impartial manner prescribed by the Secretary of War and the Secretary of the Navy for their respective services. Under that provision Acting Secretary of the Navy Bard has directed (N.D.B., 31 Aug. 1943, 44-962) COs in such cases to select the magazines and newspapers which their men prefer. Suggestions as to their preference should be invited from personnel, but voting or putting to a vote of preferences is not necessary. Books purchased with appropriated Government funds are limited to those recommended by a person or persons designated by the Chief of Naval Personnel.

- In one of the first tests of the Selective Service law requirement that employes return to work during their jobs, the U. S. Circuit Court of Appeals at Philadelphia ordered the General Cable Corp. to reinstate Dr. Albert E. Kay as medical director. He had been a captain in the Army, but was discharged for medical disability.

Meanwhile, Col. Francis V. Keesling of Selective Service announced that it interprets the law as enlisting a veteran to his old job, even if that means displacing another worker of longer service with the employer who has not been in the armed forces.

- Men now classed as 1-A and new 18-year-olds can more than supply needs of the armed forces for the rest of 1944, says Maj. Gen. Lewis B. Hershey, draft director. About 650,000 men are available from these sources and only 600,000 will be needed. In 1-A there are 345,000 from 18 to 25, 80,000 from 26 to 29, and 55,000 from 30 to 37. About 250,000 become 18 each month.

- Gen. George C. Marshall, Army chief of staff, told a congressional committee that the post war U. S. Army must consist of the smallest possible professional organization because a large standing army has “no place among the institutions of a modern democratic state.” He based this statement on the assumption that Congress would approve universal military training to provide citizen-reserves. Gen. Marshall warned that a large Army may be needed for some time after the defeat of the Axis to help establish order.

- Hundreds of prints of a two-reel sound movie of the World Series will be filmed and shipped overseas for distribution to Army and Navy activities. Five hundred prints were made of the 1943 World Series and were exhibited to 3,500,000 servicemen.

- The War Department has begun disposing of 22,522,540 acres, an area almost the size of New England, which it acquired to house, train, and equip its wartime army. The Army already has sold 1,034,100 acres, including bombing ranges in Montana, Oregon and Iowa. It has transferred to the Navy Camp Wallace, Tex., and Plattsburg Barracks, N. Y., and seven airfields.

- Air passenger travel will increase sevenfold and air express 30-fold within five years after the end of the war, according to a survey made by Curtiss-Wright Corp. The report predicted that passenger fares will be about 3% a mile, and air express 30% more ton-mile.

- Virtually all controls on production, except for military production to defeat Japan, will be eliminated after Germany is defeated, the WPB announced. War production will be cut 40%, which will throw about 4,000,000 workers out of their present jobs.

Quotes of the Month

- Admiral Chester W. Nimitz, USN: “In recent months we have established control over great new ocean areas, and it is not exaggerating to say that the major part of the Pacific Ocean is now under Allied control.”

- Lt. Gen. Mark W. Clark, USA: “The German is wobbling on his last legs, with Allied forces in France and Russia closing in on him, and we are ready again to bloody his nose here.”

- German baker in captured village: “Now that the Gestapo is gone, we are afraid of no one... We are glad you’re here and that the war is nearly over.”

BOND BUYERS: These officers and men of the USS Brooklyn topped all other ship in the Navy in the special Independence Day bond drive. They, together with the division staff, purchased $144,000 worth of bonds, an average of more than $110 per man. Ninety-two percent of the crew and 96% of the officers participated. It was Brooklyn all the way: the shore station to top all others in the drive was the Navy Yard, Brooklyn, N. Y., with a total sale of $2,307,308.
21 AUGUST

NAVY DEPARTMENT COMMUNIQUE NO. 538

21 AUGUST

There has been some enemy activity over the assault area but the task of landing reinforcements and stores continues steady. 

A report received yesterday from a naval convoy consisting of three cargo ships escorted by two destroyers was also received by two Navy picket boats of Group 1, Fleet Air Wing 2, on 21 August (West Longitudinal date) near the island of Bougainville, in the Solomons. 

A bombing attack conducted at low level resulted in damaging one small cargo ship and the third was left on fire. 

Liberator bombers of the 7th AF attacked a second convoy on 15 August, bombing destroyers and merchant ships. 

A report from the naval commander states that on 21 August, apart from spotting for gunfire of the forces bombarding the Guadalcanal area, the naval aircraft were successful in attacking locomotives and merchant ships. 

Allied airfields are still under attack by the enemy, but the naval aircraft continue to provide close support to the ground forces.

23 AUGUST

PACIFIC PACIFIC—A Japanese naval convoy consisting of three cargo ships escorted by two destroyers was also reported by two Navy picket boats of Group 1, Fleet Air Wing 2, on 21 August (West Longitudinal date) near the island of Bougainville, in the Solomons.

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Allied airfields are still under attack by the enemy, but the naval aircraft continue to provide close support to the ground forces.
See 23 August.

Search planes of Fleet Air Wing 4 on 20 August (West Longitude date). Direct hits were obtained in storage areas, a small vessel off shore was sunk and another damaged. One of seven intercepting enemy fighters was shot down. Anti-aircraft fire was meager and all of our airfields were attacked.

Yap Island in the western Carolinas was attacked by 7th AAF Liberators on 22 August. Lighthouse areas and facilities near the airfields were bombed by three enemy planes. Pagan and Rota Islands in the Mariana Islands were attacked by 7th AAF Liberators on 21 and 22 August, and Aguigan Island was hit on 22 August.

Search planes of Fleet Air Wing 2 bombed Nauru Island on 21 and 22 August, utilizing the 23 August, and 22 and 23 August, and at Milne on 21 August.

WHERE AIRCRAFT WERE ATTACKED—SOUTHWEST PACIFIC—Philippines: Our air patrols sank a small freighter northeast of Mindanao. . . . Our patrols destroyed or seriously damaged a small freighter which went aground on a coral reef near Voloobop. Our fighters and strafers attacked and destroyed an enemy anti-aircraft gun.

Neutralization raids against enemy positions were scored on the Marshall Islands, continuing with Corsair fighters and dive-bombers of the 4th Marine Aircraft Wing attacking Wotje on 21 and 22 August, and at Milne on 21 August.

25 August

PEARL HARBOR, Pacific Fleet press release—Twenty bombers from the Vandegrift Islands were bombed by Liberators of the 7th AAF during the night of 25-26 August (West Longitude date). Meager anti-aircraft fire was encountered and there was no damage.

Pagan and Aguigan Islands in the Marianas were attacked and strafed, and beach defenses were bombed and strafed. Several ships were damaged.

Ponape Island was bombed on 23 August by 24 medium-sized bombers of the 1st AAF and 22 and 23 August by 24 medium-sized bombers of the 7th AAF. The night of 24-25 August, Navy Aircraft Wing attacked the Marshall Islands, destroying enemy anti-aircraft guns and installations at Nauru Island. A search by Liberators of Fleet Air Wing 2 bombed Ponape on 22 August.

On 24 August, a toy plane was bombed by a Fleet Air Wing 2 search plane, and further neutralization raids were carried out against enemy objectives in the Marshalls by Dauntless dive-bombers and Corsair fighters of the 4th Marine Aircraft Wing and by 7th AAF Liberators.

LONDON, Admiralty communiqué—Enemy fighters and dive-bombers attempted to break out of Le Havre early today and were intercepted and engaged by fighter planes of the Royal Air Force and the U.S. Navy. In the first of a series of running battles, U.S. Navy fighters engaged a group of E-boats off Cap D'Antifer and in an early morning attack on the eastern coast. Many hits were obtained before the enemy vessels succeeded in escaping in the darkness.

Later a force of motor torpedo boats intercepted and engaged a group of E-boats off Cap D'Antifer and despite fierce defensive fire pressed home the attack. One E-boat was sunk and another whatever damage was inflicted. One was severely damaged.

This was the second week of operations by the destroyers HMS Reliance and HMS Polyergus boat and two more E-boats were set on fire while a third was also damaged. After burning fiercely, one of the E-boats blew up and sunk. The convoy, which attempted to proceed under cover of darkness, was again attacked at close range by motor torpedoes and captured. The course of the brief action one K-boat burst into flames and another K-boat was damaged and silenced.

Shortly before dawn a force of motor torpedo boats of an enemy escort vessels in the same area. A. K-boat hit was set on fire of the vessels. There was a second explosion and the enemy is confirmed to have sunk.

All 555 ships of the U.S. Navy returned safely to harbor, having suffered only slight damage. A second convoy transports.

28 August

Before dawn today the frigate HMS Thornado and French destroyer Le Havre launched a series of attacks against a north-bound enemy convoy consisting of six gun destroyers and an R-boat on Cap Julu, near the entrance to an enemy convoy consisting of six gun destroyers and an R-boat was reported to have been captured. The Le Havre was engaged in a fierce battle with an U.S. light coastal force, joined in the action by a group of enemy gun destroyers and an R-boat was sunk, and the remaining gun destroyers were damaged before they could reach temporary safety in Focamp.

In addition to these actions in the channel His Majesty's motor torpedo boats on 24 August, the Dugum, a force consisting of six E-boats and two auxiliary vessels, one of enemy, was caught in the harbor. All were damaged before they could reach temporary safety in Focamp.

The action at Dugum was declared to have been a success.

27 August

PEARL HARBOR, Pacific Fleet press release—Liberators of the 7th AAF bombed the airfield and defense installations at Jima Island in the Volcano Islands on 26 August (West Longitude date). More than 6 tons of bombs were dropped on defense installations, a number of enemy fighters, and damaged before they could reach temporary safety in Focamp.

In the air action, the 7th AAF bombed Yap and Woleai Islands on 26 August. There was no opposition from the air, and only light antiaircraft fire at Yap. A force of four enemy guns was destroyed before they could reach temporary safety in Focamp.

Truk Atoll was bombed by Liberators of the 7th AAF, dropping 187 tons of bombs on defense installations, a number of enemy fighters, and damaged before they could reach temporary safety in Focamp.

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In the Marshall Islands, enemy gun emplacements on 24 August were attacked by 4th Marine Aircraft Wing and 7th AAF Liberators. The bombarding was very successful.

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In the Marshall Islands, enemy gun emplacements on 24 August were attacked by 4th Marine Aircraft Wing and 7th AAF Liberators. The bombarding was very successful.
In the second raid, by 11th AAF Liberators, warehouse facilities and piers were bombarded from the air. All of our planes returned.

Our enemy patrol vessel was sunk near Paramushiro Island by two Mitchell bombers of the 11th AAF. Two enemy fighters attacked the Mitchells, which were destroyed. One of our pilots returned safely.

Pagan and Alamagan Islands in the Marianas were attacked by our aircraft on 26 August. The enemy patrol vessel was sunk near Paramushiro Island by two Mitchell bombers. Two enemy fighters attacked the Mitchells, which were destroyed. One of our pilots returned safely.

The Marshall Islands, Corsair fighter and Dauntless dive bombers of the 4th Marine Aircraft Wing attacked Iwo Jima on 25 and 26 August. On 26 August Mille was bombed by B-24 Liberators search planes, and a small motor launch near a sampan was sunk by our aircraft.

One Mille Atoll was harassed by bombing during the night of 25-26 August. On 27 August our aircraft attacked near the entrance to the Marshalls. One Mille Atoll was attacked by our aircraft on the night of 25-26 August. On 27 August our aircraft attacked near the entrance to the Marshalls.

A third enemy vessel was hit repeatedly and sunk by the destroyers "Champlain." U.S. LCC and one of the enemy forces attacked, torpedoes another of the enemy's force. Finally, one of our destroyers torpedoes two more of the enemy. The third ship is off the Hook of Holland. It was sunk by bombs from the air. One of our aircraft attacked near the entrance to the Marshalls.

The second raid on 26 August by 11th AAF Liberators sank the enemy patrol vessel and badly damaged another near Paramushiro. Neither Liberty nor Mille Atoll was attacked.

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strafing. On both days antiaircraft fire was meager.

Airfields: Liberator bomber of the 7th AAF bombed Yap Island in the western Caroline Islands on 21 August, encountering moderate antiaircraft fire.

Mille Atoll in the Marshall Islands was bombed on 10 August by F75s and medium bombers. Gun positions and buildings were hit. Antiaircraft fire was meager.

On 26 August a lone Navy search plane of Fleet Air Wing 2 bombed Nauro, encountering moderate antiaircraft fire.

3 SEPTEMBER

Rome, Navy communique—On 1 September a destructor of the U. S. Navy, operating near the bank of the Volturno River off the coast of Italy, successfully bombarded a large supply of munitions in the port of Termoli.

Chichijima, southwest Pacific—Volcano Sea: Our night aviation force struck the base of the Japs on 31 August. All of the coast houses were in flames and there was intensive antiaircraft fire.

Sunderlin, 11th AAF communique—Intervention of heavy bomber crews who raided Takao harbor on 30 August revealed the fact that 15,000 tons of coal and another 3,500 tons of oil were destroyed.

South of Hong Kong B-24s sank a 1,700-ton transport ship, which was TF 71, and probably sank a small submarine on 3 September.

4 SEPTEMBER

U. S. Pacific Fleet Communique

Chichi Jima and Haha Jima in the Bonin Islands and Iwo Jima in the Volcano Islands were bombed and strafed by aircraft of the task force on 1 and 2 September. Antiaircraft fire was intense. One Japanese type 97 carrier was sunk, and a medium sized bomber was damaged.

On 3 September Chichi Jima and Iwo Jima were bombarded by cruisers and destroyers of the task force, which sank three ships and damaged four of them. Antiaircraft fire was intense. One Japanese type 97 carrier was sunk, and a medium sized bomber was damaged.

A lone Mitchell bomber attacked southern Sakura Island on 4 September, sinking a small cargo vessel at anchor and setting a direct hit on docking facilities.

Truk was hit with approximately 55,000 tons of bombs on 1 September by 7th AAF Liberators. Antiaircraft fire was meager and on one intercepting Zero was encountered.

Lumbya on Nauro airfield was bombed by 7th AAF Liberators on 1 September. Three of our attacking planes were damaged by meager but accurate antiaircraft fire.

Ponape airfield was hit on 1 September by 7th AAF Mitchell bombers. Antiaircraft fire was meager.

In the Marshall Islands gun positions, ammunition dumps, a radio station and personnel were attacked. Mille, Wotje and Malekula Attol were bombed and strafed by Corsair fighters and Dauntless dive bombers.

5 SEPTEMBER

Rome, Navy communique—In support of the advance of the Army on the east coast of New Guinea, the 13th AAF bombers and dive bombers were effective. More than 900 rounds were fired and all targets were destroyed. There was some return fire from an enemy battery, which was engaged in return by both ships until it was silenced.

General Headquarters, southwest Pacific—Corsair fighters destroyed a large number of small craft and coastal installations, and communications between the enemy-controlled areas.

Our air patrol and land-based fighters were very active, and on 4 September one of them opened an effective fire on ships operating off the coast.

Yesterday, while supporting the 8th Army on the Adriatic coast near Rimini, His Majesty's ships Undine and Urchin fired more than 600 rounds at a German coastal town.

Our minesweepers are at work in the Bonin area.

General Headquarters, southwest Pacific—Philippines: Our night air patrols have been strictly searching for a freighter. The search was successful, and the freighter was found to be a 4,000-ton freighter, which was sunk by our small aircraft, and also by our land-based fighters.

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force by fighter planes of a carrier task group on 9 September (West Longitude date). Several aircraft were dropped, and some were within range of the air. Several aircraft on the ground were seen to be on fire. Aircraft on the ground were also seen to be on fire.

Defence installations, including antiaircraft emplacements and warehouses, were attacked. The bomb damage was heavy and caused much damage and small craft were set afire as a result of strafing.

Previous attacks on 8 and 9 September by Japanese airfields near Rabaul and the Bismarcks. Moderate aircraft fire was encountered.

Consir fighters of the 8th Air Force continued their attacks on remaining installations in the Marshalls on 9 September. A second Navy search plane was shot down. The operations were very successful. There was no damage to our surface ships. More than 25 tons of bombs were dropped and numerous aircraft were shot down by fighter planes. The only damage reported was to a cargo ship, believed to have been damaged in previous operations. The attack was completed after dark. The seven fighter planes were lost.

Three fighter planes of the 8th Air Force and four other aircraft attacked the island. The target was a cargo ship believed to have been damaged in previous operations. The attack was completed after dark. The seven fighter planes were lost.

On 8 September a bomber targeted the island and shot down three fighter planes of the 8th Air Force. The target was a cargo ship, believed to have been damaged in previous operations. The attack was completed after dark. The seven fighter planes were lost.

On 7 September, Liberators of the 7th Air Force attacked Chichi Jima in the Bonin Islands, damaging an enemy cargo ship in the harbor. The same day Pagan Island was attacked by 150 bombs. Moderate anti-aircraft fire was encountered.

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Seventy-two tons of bombs were dropped on the Liberators of the 7th AAF on 10 September. Five or six enemy aircraft attempted interception. One enemy aircraft was intercepted and 22 tons of bombs were dropped. Anti-aircraft fire was effective. Neither side lost a plane.

**13 SEPTEMBER**

U.S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet swept the central Philippines and inflicted heavy damage on our aircraft, shipping and ground installations during three day strike, 11-13 September (West Longtude date).

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U. S. Pacific Fleet Communique

During 15 September (West longitude date) U.S. Marines made some additional runs against strong opposition on Peleliu Island and occupied the airfield at the southern end. The enemy has launched several counter attacks against our positions, but has been brought back each time. An attack begun by our forces on the early morning of 13 September, preceded by aerial bombing and naval gunfire, captured a large number of well-organized defenses in depth. This attack was supported by the navy, naval gunfire and bombing. Several enemy tankers reported destroyed and one enemy ship had more than 1,000 enemy dead by nightfall on 15 September, Severe Beating.

Carrier aircraft continued to give close support to the ground forces and about 15 September. Enemy troop concentrations, gun positions and supplies were bombarded. Carrier planes also bombed airfield installations at Babelthup, the northernmost island in the Palau group. Several fires were started by strafing.

Seven-take tons of bombs were dropped on the Liberators of the 7th AAF on 10 September. Five or six enemy aircraft attempted interception. One enemy aircraft was intercepted and 22 tons of bombs were dropped. Anti-aircraft fire was effective. Neither side lost a plane.

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the 4th Marine Aircraft Wing, Meager anchored a few hundred yards off the coast. A single search plane of Fleet Air Wing 2 reported enemy gun positions and supply ships. Two Jima on 14 September sighted two large supply ships and a large fighter plane. Both landing craft were strafed and damaged. Two of the ships were sunk. Wasp was not damaged.

Roam, Navy communiqué—On the night of 13 September, Allied light naval forces on the southern most of the Palau Islands, on 16 September (West Longitude date) and the destruction of one of which was hit by a torpedo and left undamaged, but burning. The patrol was heavily engaged by the destroyers and antiaircraft fighters and was able to continue without difficulty. A single search plane of Fleet Air Wing 2 strafed and damaged two enemy sailboats at Lemotrek Island, east of Woleai. The submarine USS Flurer was lost in recent operations against the enemy.

U.S. Pacific Fleet Communiqué

The 1st Marine Division continued to encounter heavy opposition on Peleliu Island, 13 September (West Longitude date), and the northernmost of the Palau Islands, on 16 September (West Longitude date), but extended the area under their control in the southwestern peninsula and extended the northernly direction approximately a third of a mile. Our attack continued to be head-on by the enemy, with significant but limited success. The enemy is using artillery and mortars in considerable numbers against our positions, although many have been destroyed by bombing and counter-battery fire. On Angaur Island troops of the 1st Infantry Division have joined the beachheads established on the north and northwest of the island and more than 1,500 yards against light opposition. The northeastern third of Angaur is now under control.

Two Jima in the Volcano Islands was bombarded and strafed on 14 September by a single Liberator. The attack, which was located on the northwestern part of the island, more than 1,000 yards against light opposition. The northeastern third of Angaur is now under control.

Pagan Island in the Mariana was attacked on 15 September by the 7th AAF. Liberators attacked early in the day followed by Thunderbolts which launched torpedoes and strafed gun positions. The runway. There was meager antiaircraft fire.

There were two attacks against Rota on 13 September. In the early morning Corvair of the 4th Marine Aircraft Wing reported a large number of gun positions and Navy Hellcat fighter planes. The raid, which was successfully met, was again visited by Corvairs of the 4th Marine Aircraft Wing on 15 September. The runway and gun emplacements were bombed and strafed by the air strike. Gun positions and the airfield on Ponape were bombarded on 14 September by 7th AAF B-26 "Invaders.

On 15 September a single AAF Liberator-bombed Marcus Island.

The carrier-based fighters and Dauntless divebombers of the 4th Marine Aircraft Wing were dropped off bombs on Marcus Island. One of our planes was shot down. The crew in enemy's second attack against New Georgia and strafed Wotje on 16 September.

A lone Catalina search plane of Fleet Air Wing 2 attacked Nauro on the night of 16 September.

20 SEPTEMBER

U.S. Pacific Fleet Communiqué

1. During the afternoon of 19 September (west longitude date) organized enemy resistance continued on Anaur Island. The 81st Infantry Division is proceeding with mopping-up operations.

2. More installations and bivouac areas in Chipper Jima in the Bonin Islands were bombed by American dive-bombers. On 19 September, a direct hit and two near misses were obtained in attacking a medium cargo ship. Damage was slight, but 200 tons of cargo and numerous barges were bombèd. The ship was left burning, and 10 fully-laden barges were destroyed. Antiaircraft fire was heavy.

3. Pagan Island in the Mariana was bombarded and strafed by Thunderbolts of the 72nd AAF on 18 September. Aircraft emplacements and storage facilities were the principal targets, and several fires were started.

4. Marcus Island was attacked by 7th AAF Mitchell bombers and 8th AAF Mitchell bombers hit two ships on 18 September. Two ships were hit by enemy anti-aircraft fire in the attack.

5. Corsair fighters and Dauntless dive-bombers of the 4th Marine Aircraft Wing bombèd Wotje Atoll in the Marshall Islands on 18 September, dropping 27 tons on barges.

6. All of our aircraft returned from the following missions.

NAVAL DEPARTMENT COMMUNIQUE—It is reported from the south of France that on 17 September the US. and the French Air Force and the French Air Force and the US. Air Force have conducted a successful bombardment of enemy targets on the islands of Ventimiglia and San Remo. Enemy shipping in the area between Ventimiglia and San Remo was extensively damaged and several enemy shipping in the area between Ventimiglia and San Remo was extensively damaged and several enemy ships were severely damaged.

FUEL STORAGE TANKS were ignited and left blazing. From the violence of the explosion considerable quantities of ammunition stored in the port area appear to have been destroyed, and it is believed that all the former serviceable craft in the port have now been sunk.

On the same day naval aircraft from an escort carrier force attacked enemy transport in Creté on 21 September, and Norwegian and German motor vehicles and damaging others.

On 18 September the Americans, with the direct hit and escort of ships, among them a medium transport, were able to shoot down one transport. Ditto, a medium carrier near the port area on 18 September, and Norwegian and German motor vehicles and damaging others.

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Marine Pilot and Private Awarded Medal of Honor

A Marine fighter pilot who shot down 25 Jap planes in the South Pacific and a Marine private, first class, who hurled himself on a live grenade to save three comrades, have been awarded the Medal of Honor posthumously.

First Lt. Robert M. Hanson, USMC, of Newtonville, Mass., was killed on 3 Feb. 1944 when his plane crashed into the sea near Rabaul, New Guinea, as it was attacking the Japanese-held island. He had been on a one-man mission to attack the Japanese-held island and was attempting to escape with his plane when it crashed. He was awarded the Medal of Honor posthumously for his bravery.

Private First Class Walter A. Anderson, USMC, of Port Angeles, Wash., was a member of a Marine unit that was ambushed by the Japanese on 24 January 1944. He was awarded the Medal of Honor for his heroism in the battle.

The other Medal of Honor winner, Pvt. Richard B. Anderson, USMC, of Port Angeles, Wash., was in a shell crater preparing to throw a grenade when it slipped from his hands. He hurled himself upon the grenade to save his three buddies, and later died of his wounds. Anderson was the fourth marine to be awarded the Medal of Honor for throwing himself on a grenade to protect his comrades.

NAVY CROSS

★ Rear Admiral Alfred E. Montgomery, USN, Piedmont, Calif.: As officer in tactical command of a carrier task group near Saipan on 21 February 1944, he maneuvered his group in an excellent manner when attacked by enemy torpedo and bombing planes. Eight Jap planes were destroyed at night by screen ships' gunfire and nine more were destroyed by ships' gunfire and combat air patrol the following morning. In the face of these determined attacks he launched aircraft from his carriers and they delivered repeated attacks on shipping, aircraft and shore installations on and in the vicinity of Saipan. This action and retribution were without damage to ships of his task group.

★ Comdr. (then Lieut.) Carl F. Faires Jr., USN, Arlington, Mass.: During the repeated and sustained bombing and strafing attacks on the Philippines beginning 10 December 1944, he rendered valiant service during the gallant stand by our forces against a prolonged siege by the Japanese.

★ Lt. Comdr. Wells W. Carroll, USNR, Manhasset, N. Y. (missing in action): Severely wounded when the USS Liscome Bay was struck by a torpedo off Makin Island, he refused medical attention and courageously attempted to operate the fire-protection apparatus and to restore pressure in the fire mains despite continuous ammunition explosions and raging fires. He supervised the evacuation of several wounded men and encouraged others less seriously injured than himself. He refused to allow a shipmate to search for a life jacket for him.

★ Lt. Comdr. Irvin S. Hartman, USN, Columbia City, Ind.: As commanding officer of a submarine in the Pacific, he made a night surface attack on a convoy and, after scoring hits on the enemy vessels, attacked with gunfire. During a later engagement he displayed great tactical skill in a successful attack, and brought his vessel safely to base.

★ Lt. (jg) Norman T. Dowty, USNR, Alexandria, La. (posthumously): Sighting a U-boat in the Atlantic while piloting a torpedo bomber on a scouting flight, he made accurate attacks at perilously low altitudes in the face of intense antiaircraft fire. His bombs exploded on the deck of the submarine, destroying it.

★ Lanson D. Mills, PFM1c, USNR, Monterey Park, Calif.: While serving with the 1st Marine Division at Cape Gloucester from 26 December 1943 to 3 January 1944, he habitually exposed himself to intense enemy rifle and machine-gun fire in order to render first aid to those in his and adjacent units. When removal of wounded from the field was impossible, he skilfully administered blood plasma on six occasions under heavy fire.

★ Irving R. Saum Jr., MM1c, USN, Washington, D. C.: When the forward engine room of the USS Borie was severely holed during combat with a U-boat in the Atlantic on 1 November 1943, resulting in rapid flooding to the vessel's water line, he volunteered to enter the damaged compartment in order to close the secondary drain system. He descended 10 feet below the surface of the debris-filled water and succeeded in accomplishing the hazardous task.

★ Francis X. Ryan, MM1c, USN, Brooklyn, N. Y.: As a volunteer member of a rescue team, he fought his way through the breakers off an enemy-held island to rescue an aviator whose plane had been shot down. The rescue was accomplished while under sniper fire from the beach and with the understanding that unforeseen circumstances might have resulted in the abandoning the rescue party.

FRENCH OFFICER DECORATED: A French naval officer receives the Legion of Merit from Vice Admiral H. K. Hewitt, USN, Commander U. S. Naval Forces, Northwest African Waters, for the part he played in the sinking of a U-boat in the Mediterranean. The officer is in command of the destroyer escort Senegalais, which was presented to France this year.
DISTINGUISHED SERVICE MEDAL cont.

18 November to 10 December 1943, he exercised sound judgment in directing repeated aerial attacks against Tarawa and greatly assisted our forces in the successful occupation of this strategic island. Later he directed raids on Japanese shipping, aircraft and installations on Kwajalein atoll. His brilliant leadership contributed in large measure to our ultimate victory in this area.

★ Rear Admiral Arthur W. Radford, USN, Grinnell, Iowa: As commander of a carrier task group prior to and during landing activities on Baker, Makin and Tarawa Islands, he completed these vital missions without damage to the ships of his command despite numerous raids by enemy aircraft and the constant hazard of submarine attacks. He initiated the first carrier-borne night fighter teams which later proved their value by dispersing hostile night torpedo assaults on the task group.

★ Capt. Daniel V. Gallery, USN, Chicago, Ill.: As commander of an Atlantic Fleet antisubmarine task group, he maintained the group in a constant state of preparedness and skillfully utilized every available method of attack. He enabled his efficient, highly trained command to achieve unparalleled success against the enemy.

★ Comdr. James S. Sapero, (MC) USN, Denver, Colo.: As malaria and epidemic disease control officer on the staff of Commander South Pacific Area from 17 August 1942 to 2 January 1944, he conceived and developed the malaria-control unit in this area. As the result of his untiring efforts and those of his organization, the incidence of malaria among the military and naval forces was drastically reduced. His methods served as a guide for checking the epidemic in other military areas.

Gold Star in Lieu of Second LEGION OF MERIT

★ Capt. Wilfred L. Painter, (CEC) USNR, Seattle, Wash.: As airfield engineer in the Solomon area from 1 November to 15 December 1943, he exercised great ability and sound judgment in planning and supervising the development of airfields at Empire Augusta Bay. He contributed materially to the establishment of a beachhead on a Japanese stronghold and to the subsequent success of our operations in this area.

★ Comdr. Russell C. Williams, USN, Richmond, Va.: As commanding officer of a destroyer, he carried out a well-planned search for a U-boat which menacing an Allied convoy off Cape Falcon, Algeria. After sound contact had been established and the sub forced to the surface by another destroyer’s depth charges, he maneuvered his ship close to the position of contact and destroyed the enemy craft by accurate gunfire.

NAVY CROSS AWARDS


Norman T. Davy Lanson D. Mills Irving R. Saum Jr. Frank C. Walker Francis X. Ryan Lt. (jg), USNR GMc, USNR MMc, USNR GMc, USNR GMc, USNR MmM2c, USNR


President Unit Citations

The destroyer USS Buchanon has been awarded the Presidential Unit Citation for “striking devastating blows while Japanese opposition in the Pacific was at its height.”

Serving in the Pacific area from 7 August 1942 to 26 February 1944, the Buchanon provided faithful and sturdy protection for our carriers and convoys, destroyed enemy air, surface and sub-surface units, and boldly faced shore batteries and silenced their guns. She contributed essentially to the success of the Solomons campaign by her support of landing operations and occupation of hostile positions.

★ ★ ★ For outstanding performance against the enemy during her fifth, sixth and seventh war patrols, the USS Trigger was presented a Presidential Unit Citation recently in ceremonies at U.S. Naval Drydocks, Hunter’s Point, Calif. The presentation was made by Rear Admiral Carlton H. Wright, USN, commandant of the 12th Naval District.

LEGION OF MERIT

★ Rear Admiral Charles W. Fisher Jr., USN, San Francisco, Calif.: As director of the Shore Establishments Division from 17 September 1943 to 5 January 1944, he was responsible for the sound program of industrial relations with all civilian employees of the Navy. By his intelligent appraisal and skillful solution of complicated labor problems during this period of intensive industrial expansion, he contributed greatly to economical and expeditious ship construction and repair.

★ Rear Admiral Henry M. Mullinax, USN, Attica, Ind. (missing in action): As commander of a carrier air support group during the assault on Makin Atoll, he skillfully conducted antisubmarine and combat air patrols supporting our landing operations. Through his brilliant leadership, escort carriers were able to carry out a well coordinated attack against the Japanese.
**Rear Admiral Arthur G. Robinson, USN, Washington, D. C.:** As Commander, All Forces, Caribbean Area and later as Commander Trinidad Sector, Caribbean Sea Frontier and commandant of the Naval Operating Base, Trinidad, he contributed in a major degree to the successful employment of naval surface forces and combined Army and Navy aircraft in waging a relentless war on hostile submarines.

**Rear Admiral George L. Weyler, USN, Emporia, Kans.:** As commandant of the Naval Station, Guantanamo Bay, Cuba, from 1 September 1940 to 6 April 1944, he contributed immeasurably to the successful utilization of naval surface forces and combined Army and Navy aircraft assigned to him in waging a determined war on hostile submarines. He was instrumental in furnishing effective support for our convoys and vital war shipping during offensive operations.

**Capt. Elmer P. Abernethy, USN, Concord, N. C.:** As executive officer of the USS President Jackson from 7 August 1942 to 30 June 1943, he made many trips to the forward area to deliver reinforcements to the American garrison at Guadalcanal. Despite frequent engagements with hostile planes and submarines, he aided his commanding officer in bringing the ship through without damage.

**Commodore Lee P. Johnson, USN (Ret), Concord, N. C.:** In charge of training activities of the Amphibious Force, Atlantic Fleet, during the period prior to the invasion of Sicily, he displayed leadership and initiative in coordinating the Army and Navy units under his command in preparation for the attack.

**Capt. Allan R. McCann, USN, North Adams, Mass.:** As a submarine squadron commander in the South Pacific, he demonstrated exceptional ability and untiring devotion to duty, inspiring the officers and men under his command to the successful completion of dangerous and vital missions. As senior officer, he relieved his task force commander of many details and assisted in establishing the efficient operation of units.

**Comdr. Alexander S. Heyward Jr., USN, Edisto Island, S. C.:** As commanding officer of a patrol squadron, he demonstrated exceptional ability and untiring devotion to duty, inspiring the officers and men under his command to the successful completion of dangerous and vital missions.

**Lt. Comdr. Robert H. Wanless, USNR, Chicago, Ill.:** While he was commanding officer of a destroyer escort, a U-boat was detected by a companion ship during an antishub mission. He maneuvered his vessel into an advantageous striking position and participated in a series of powerful attacks which damaged the sub and forced her to the surface. As the conning tower broke water, he directed another attack which completely destroyed the U-boat.

**Lt. (jg) William D. Shervey, USNR, Elie Lake, Wis.:** As officer-in-charge of the LCT-1560 during landings on the Anzio-Nettuno beachhead, he carried out the landing of troops, vehicles, and armored equipment with great skill and determination. During the following 30 days his craft participated continuously in unloading and salvage operations while subjected to shellfire and frequent aerial bombing attacks.

**Clifton M. Duckworth, CCM, USCG, Western Port, Md.:** When the USCGC Campbell was severely damaged as the result of an attack upon an enemy vessel, he skillfully maneuvered and reinforced the hull, making it possible for the vessel to be towed 800 miles to port. He also succeeded in constructing a crib from a limited and inadequate supply of lumber on board the cutter. "A simple salute is sufficient, son!"

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**Warrant Officer Tweed Gets Legion of Merit**

The Legion of Merit has been awarded Radio Electrician George R. Tweed, USN, who eluded Japanese occupation forces on Guam for 31 months until rescued on 10 July 1944 by a U.S. destroyer (Information Bulletin, September 1944, p. 9).

With the aid of friendly natives, he managed to subsist on the Japanese-occupied island and to obtain valuable information regarding the occupation forces. Ingeniously attracting the attention of the destroyer, operating two miles off shore, he signaled messages by semaphore to reveal that a Japanese battery of six-inch guns concealed on Adelup Point remained undamaged.

After being rescued, Mr. Tweed furnished information which made a major contribution to the recapture of Guam. Since his rescue he has been promoted from radioman first class to warrant rank. "A simple salute is sufficient, son!"
Gold Star in Lieu of Second SILVER STAR MEDAL

*Lieut. Richie N. Henderson, USN, Bethesda, Md. (missing in action): As acting commanding officer of the uss Curtis during the Pearl Harbor attack, he immediately organized a search and rescue operation. His courage and devotion to duty were an inspiration to the officers and men of his ship.

SILVER STAR MEDAL

*Commodore (then Capt.) George T. Owen, USN, Washington, D.C.: As acting commanding officer of the uss Curtiss during the Pearl Harbor attack, he immediately organized a search and rescue operation. Although violent fires were started and the Curtiss was severely damaged by a bomb hit and a crashing plane, he continued directing the guns of his cruiser, enabling his men to destroy several Japanese aircraft and a small submarine while bringing the fire under control.

*Comdr. Finley E. Hall, USN, Tupelo, Miss. (missing in action): As executive officer of the uss Curll when it surprised an enemy U-boat on the surface and collided with it, he expertly turned throughout the vigorous engagement and materially contributed to the sinking of the submarine by gunfire and depth charges, and the capture of several members of her crew. Afterward he rendered invaluable assistance to his commanding officer in the control of damage and the safe towing of the cutter into port.

*Comdr. Finley E. Hall, USN, Tupelo, Miss. (missing in action): As executive officer of the uss Luscome Bay when it was struck by a hostile torpedo off Makin Island, he skillfully supervised the evacuation of personnel from his battle station, completely disregarding his own safety in the face of terrific ammunition explosions and raging fires. He voluntarily remained aboard the rapidly sinking vessel in an effort to search for other wounded and trapped shipmates.

*Comdr. Emil E. Napp, (MC) USNR, New Rochelle, N.Y.: Accompanying assault troops during the occupation of Cape Gloucester, he repeatedly risked his life in order to care for injured personnel and supervise their evacuation to battle aid stations, once administering aid to a wounded marine while pinned down by sniper fire. By his keen foresight and outstanding skill, he contributed to the saving of many lives.

*Lt. Comdr. Charles S. Manning Jr., USNR, Cheraw, S.C.: As engineering and diving officer of a submarine severely damaged by the Japanese at Cavite Navy Yard, he assisted his commanding officer in directing firefighting activities and worked for five days under persistent air attacks to make the sub ready for sea. Throughout five war patrols he ability contributed to the sinking or damaging of many enemy vessels.

*Capt. James L. Denig, USMC, Washington, D.C.: Posthumously: Assuming command of eight light tanks when the 4th Marine Division landed on Namur Island, he directed the vehicle in a closely contested attack by tanks and infantry, routing out and killing numerous Japanese. When he halted his tank to reposition it and was mortally wounded as a result of a sudden enemy attack, his wrecked machine marked the farthest advance of the infantry that day.

*Lieut. Samuel E. Elmore Jr., (MC) USNR, New Orleans, La.: During the landing at Cape Torokina on 1 November 1943, he unhesitatingly entered a dangerous area and gave medical attention to the injured despite an incessant rain of enemy fire. Suddenly attacked by a Japanese soldier, he engaged the enemy in hand-to-hand combat and killed him, thereby removing an imminent threat to the lives of the wounded men.

*Lieut. Edward J. Hagan Jr., (MC) USNR, Willison, N. Dak.: While attached to the 3rd Battalion on 14 January 1944, with the troops battling up Hill 660 at Cape Gloucester, he realized an imminent threat to the lives of the wounded men.

*Lieut. George M. Kempeker, (ChC) USNR, Omaha, Neb.: Serving with a Marine division at Bougainville, he exposed himself continuously to intense rifle, machine-gun, artillery and mortar fire to conduct last rites and comfort the wounded. On several occasions he proceeded beyond combat lines to locate dead and injured, subsequenty guiding stretcher bearers through dense jungle undergrowth for evacuation of casualties.

*Lieut. James P. Lowry, USN, Pittsburgh, Pa.: As member of a reconnaissance patrol on a Japanese-held island, he went ashore in the face of certain danger and, within an exceedingly brief time, secured information concerning the strength of the Japanese forces, the most suitable beach for future landings and favorable sites for fighter strips. Discovered by the enemy, he assisted in killing three Japs, wounding one and putting the remainder to flight before struggling back through heavy surf to the rendezvous with a friendly craft.

*Lieut. Arthur T. Willetts, (MC) USNR, Verona, Pa.: As battalion surgeon with the 3rd Marine Division during the landing at Cape Torokina on 1 November 1943, he noticed that enemy fire was endangering the lives of our wounded men who had fallen on the beachhead. He requested a nearby assault unit to attack an adjacent enemy-infested jungle area and, after the site was cleared of Japanese, established an aid center under cover of the jungle growth. Although his medical post was attacked by enemy machine guns six times during the day, he calmly treated many serious wounds.

*Lt. (jg) Kermit E. Chapman, USNR, Fargo, N. Dak. (posthumously): As boat officer of a landing craft attached to the uss Neville during the invasion of Eniwetok Atoll, he skillfully maneuvered his craft to the designated beach in the face of sniper fire. Although mortally wounded while carrying out his perilous mission, he was instrumental in delivering vital equipment to our fighting units.

*Boatswain Joseph V. Kaspar, USN, Los Angeles, Calif. (posthumously): While acting as coxswain of a landing craft during the invasion of Makin Atoll, he boldly led an assault against two old hulks beached offshore from which a deadly stream of enemy fire was coming. Although he lost his life during the bitter engagement, his daring initiative and fighting spirit contributed materially to the success of our operations.
firing subsided. Refusing to be evacuated when the battle was resumed, he moved from man to man giving medical assistance to his companions as they fell.

☆ Daniel S. Webster, PhM2c, USNR, Paris, Ill.: While the platoon to which he was attached was defending a vital road block in the Solomons on 9 November 1943, he made his way among the wounded in the exposed battle area and cheerfully rendered first aid under a deadly curtain of enemy fire. His courageous action undoubtedly saved the lives of many of his comrades who otherwise might have perished.

☆ Jack E. Woodward, PhM2c, USNR, Poarsall, Tex.: While the Marine rifle company to which he was attached was subjected to an intense artillery bombardment at Cape Torokina, he left the safety of his foxhole and rushed to the side of a seriously wounded marine. Although injured himself while administering first aid, he continued to render assistance until relieved by another surgeon disregarding his own intense pain, he remained in the area to treat other casualties.

☆ Joseph B. Wooldridge, PhM3c, USN, Albany, Oreg.: When a Jap infiltration party crept near his foxhole and knifed three marines, he crawled 20 yards to reach a boat although previously warned that any man who ventured out of his foxhole would be regarded as an enemy. In total darkness he located all of their wounds by sense of touch, stopped the bleeding and kept watch over them until they could be evacuated the following morning.

☆ Gold Star in Lieu of Third

DISTINGUISHED FLYING CROSS

☆ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): As commanding officer of Torpedo Squadron 17 in the Marshalls area from 29 January to 2 February 1944, he led his squadron in a dawn glide bombing attack, without fighter escort, against enemy air installations at Kwajalein and Engebi. Despite devastating antiaircraft fire, his squadron so damaged the airfields that they were useless to the enemy. On a second assault the same day he attacked and sank a merchant vessel.
**DISTINGUISHED FLYING CROSS**

**Lt. Comdr. Thomas D. Davies,** USNR, Cleveland, Ohio: As a bomber pilot on an anti-submarine sweep, he sighted a submerged U-boat. He pressed home a bold depth-bomb attack and defied intense antiaircraft fire to force the sub's crew to abandon her. A second depth bomb exploded on the submarine's deck, completing its destruction.

**Lt. Comdr. Robert C. Millard,** USN, Mamaroneck, N. Y.: Sighting a surfaced U-boat, he ignored low and released depth charges before the sub's deck could fire a single shot. Explosions just aft of the conning tower drove the submarine beneath the sea, leaving wooden splinters and men swimming in oil slick as evidence that the vessel had been severely damaged or destroyed.

**Lt. James E. Bridges,** USNR, Brinson, Ga.: On 10 December 1944, he took part in an attack on Japanese shipping in Truk harbor. He maneuvered his ship skillfully into a perilously low altitude and scored a direct hit which exploded an ammunition ship.

**Lt. Joseph E. Butler,** USNR, Irwin, Ohio: On 14 March 1944, he shot down a Jap dive bomber and two other Japanese planes, the latter of which he caught in mid-air and crash-landed ahead of the U-boat. He also engaged in a second anti-submarine sweep where he and his ship contributed to the destruction of a submarine. On 21 May 1944, he destroyed another U-boat in a bold depth-bomb attack and defied intense antiaircraft fire from shore batteries and combatant vessels.

**Lt. Robert H. Higley,** USNR, Kansas City, Mo.: Separated from the planes of his squadron during an attack on Japanese surface forces at Rabaul on 11 November 1943, he led a pursuit group of 12 fighters and, under most difficult conditions, obtained bearings which resulted in his rescue.

**Lt. Robert H. Higley,** USNR, Kansas City, Mo.: On 29 January 1944, he led his division of fighter planes in repeated strafing raids on Euben Island and upon shipping in a nearby lagoon. He pressed home his attacks with determination, severely damaging two aircraft at a seaplane base, silencing a group of light antiaircraft guns near the ramps and seriously damaging two small cargo vessels lying off the island.

**Lt. (jg) Ralph B. Bronkell,** USNR, Helena, Mont.: Piloting a PBY-1, he unhesitatingly attacked a submarine at night under extremely hazardous conditions. He pressed home his assaults with determination and probably sank the U-boat.

**Lt. (jg) Anthony J. Bitter,** USNR, Wayzata, Minn.: On 20 February 1944, he succeeded in crippling enemy barges, shore installations and a valuable station at Cape St. George before his plane was damaged. He made a skillful water landing with no power from either engine, bringing his crew members down to safety, although he himself was fatally injured in the landing.

**Lt. (jg) Duane J. Kenney,** USNR, Chicago, Ill.: On 29 April 1944 as escort cover for torpedo bombers, he engaged a numerically superior force of intercepting planes. He shot down two enemy aircraft, assisted in the destruction of another and contributed to the complete rout of the remaining fighters.

**Ens. George E. Edwards Jr.,** USNR, East St. Louis, Ill.: On 24 October 1943, he led his team of four fighters over Truk and on 28 April 1944 as escort cover for torpedo bombers, he engaged a numerically superior force of intercepting planes. He shot down two enemy aircraft, assisted in the destruction of another and contributed to the complete rout of the remaining fighters.

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**Ens. Henry L. Handschu,** USNR, Eugene, Ore.: Piloting a fighter on an antisub patrol on 29 April 1944 against a heavily-armed submarine in the Pacific, he destroyed an enemy submarine. He engaged in repeated attacks with determination, and under most difficult conditions, obtained bearings which resulted in his rescue.

**Ens. Albert E. Mitchell,** USNR, Seattle, Wash.: On 4 June 1942, he fought valiantly against great odds and forced down the Japanese flight commander's plane. Although he himself was killed when his plane crashed, he had made possible the capture of a Mitsubishi fighter which provided new and invaluable information on this type of enemy aircraft.

**SUB CREWMAN HONORED: The Silver Star Medal has been presented Roy L. Hoffmann, CRM, USN, of Santa Rosa, Calif., for gallantry in action while his submarine was attacking Japanese shipping in enemy waters.**

**NAVY AND MARINE CORPS MEDAL**

**Lt. Comdr. Richard R. Smith,** USCG, New London, Conn.: While supervising the evacuation of the personnel of a stranded U. S. warship, he fearlessly set out in a power boat and skillfully maneuvered his craft through treacherous waters to the stricken ship. He made repeated trips assisting in rescuing about 45 men, while the other boats under his command saved an additional 155—who otherwise might have perished.

**Lt. Gordon H. MacLane,** USCG, Evanston, Ill.: As coxswain of a power boat engaged in the rescue of survivors from a stranded U. S. warship, he maneuvered the boat into highly dangerous waters in order to take survivors from the ship and from the sea.

**Lt. Max H. Ostrander,** USN, West Lafayette, Ind.: When a shipwrecked crew of a submarine on 5 December 1943, he went over the side with a line to a floating motorboat and swam to the struggling crewmate. He arrived just as the man lost the life jacket previously thrown to him, and supported him until both were hauled aboard the submarine.

**Lt. Clifford D. Philip,** USNR, Libertyville, Ill.: On 9 December 1943, he went over the side with a line to a floating motorboat and swam to the struggling crewmate. He arrived just as the man lost the life jacket previously thrown to him, and supported him until both were hauled aboard the submarine.

**Lt. (jg) James L. Hamilton,** USNR, Morgantown, W. Va.: When a plane crashed in the sea on 10 March 1944, he discovered that a crewman floating nearby had disappeared. He immediately swam to the area and pulled the helpless shipmate from beneath the water, supporting him until a rescue ship arrived. His presence of mind undoubtedly saved the man's life.

**Lt. (jg) Leroy A. Shreiner,** USNR, Wach, Wash.: When a plane crashed in the sea on 10 March 1944, he discovered that a crewman floating nearby had disappeared. He immediately swam to the area and pulled the helpless shipmate from beneath the water, supporting him until a rescue ship arrived. His presence of mind undoubtedly saved the man's life.

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**Chief Machinist Carl N. Sears,** USN, Richmond, Va.: During the sinking of one of the pontoons of a floating dry dock at an advanced naval base in the South Pacific Area on 2 November 1943, he preserved wooden plugs after all men had been ordered from the engine and pump rooms and...
returned to the living compartments in an attempt to seal the leaks in the ventilating system. Determined to check the flooding, he persisted in his hazardous task, sacrificing his life in his efforts to prevent the vessel from sinking.

★ Machinist Wilbur J. Camblin, USN, Los Angeles, Calif.: During the flooding of a pontoon of a floating drydock at an advanced base in the South Pacific on 2 November 1943, he risked his life to aid a man entrapped under the overhead of a nearly flooded compartment. He waited for the instant when the rush of water subsided and then swam about 20 feet to the surface, carrying the man with him.

★ Leonard W. Campbell, CBM, USCG, Burlington, Wash.: Serving aboard the USCG Motor during the rescue of survivors from the US Seaward Foge, he observed three survivors who had jumped from a life raft alongside his vessel and were helplessly trying to fasten their life lines. He descended the port rescue net and for 10 minutes struggled unaided to secure a line to one of the floa...ting men. He and two others waded waist-deep in water for 15 minutes until he became completely exhausted and was helped aboard. His action was instrumental in saving the lives of two survivors.

★ Bernhart Dibbern, CMM, USN, Wood River, Neb.: During the first three patrols of a submarine, he was directly responsible for the performance of the engineering plant. His knowledge of the ship and his untiring efforts in this field contributed materially to the success of the vessel in destroying Japanese shipping.

★ John A. Sigmon, CGM, USN, Boulder, Colo.: During six war patrols, he constantly supervised the submarine’s main battery. His conduct as gun captain contributed largely to the sinking of a sizable freighter, and his courage and leadership were an example to the ship’s company.

★ Lionel F. Pelletier, ARMc, USN, Fall River, Mass.: Serving aboard a patrol bomber which crashed in the Marianas Islands on 11 July 1944 while attempting to rescue the crew of an RAF Fortress, he assisted the members of his crew in launching two small rubber boats. Drifting for six days without water, flares or provisions, he ministered tirelessly to his comrades as they died one by one from exposure, sickness and starvation in salt water until he was rescued.

★ Ed King, STM2c, USN, Atlanta, Ga.: Hearing a cry for help and seeing one of his shipmates struggling in the swift current about 40 yards off Majuro Atoll, he and two other men swam out toward the drowning seaman but were unable to get a secu...hold on him. He tried desperately to save his companion but became exhausted and was finally picked up by a harbor patrol.

★ Robert H. Gross, Cox, USCG, Glendale, Calif.; George W. Prichard, Cox, USCG, Long Beach, Calif.; and Russell H. Speck, Cox, USCG, South Gate, Calif.: As coxswains of power boats during the rescue of personnel from a stranded U.S. warship, they skillfully man...evered their boats into extremely perilous positions, many times narrowly escaping certain destruction. Each personally rescued approximately 15 of his shipmates.

★ Hugh J. Hounshell, EM3c, USNR, Flat Rock, Mich.: While ferrying a liberty party from the uss YM-38 through the surf at Ellice Island on 6 January 1944, a boat overturned and one crew member was being carried out by the breakers into shark-infested waters. Hounshell fought his way to the man’s side and reached him just as his head disappeared for the fourth time. He then supported the drowning man until a life raft picked them up.

★ John S. Vandeleur Jr., SM3c, USCG, Portland, Oreg.: During the rescue of personnel from a stranded U.S. warship, he refused assistance in another boat and remained aboard his rapidly sinking boat to assist a helpless survivor. At great risk of his life, he supported the man until the latter was rescued.

★ Norbert A. Kohlbeck, Cox, USNR, Manitowoc, Wis.: As a member of the Armed Guard aboard the ss Maidem Women when it sunk on 17 March 1944, he sighted an unconscious merchant seaman who had been blown from the ship by the torpedo explosion. Although dazed and suffering from severe shock, he swam 50 feet to rescue the man and after placing him on a life raft, guided the raft to a rescue vessel.

★ Raymond C. Paternoster, Stc, USN, South Bound Brook, N.J. (posthumously): While being transferred in a rubber boat from an accompanying vessel to his own ship, he saw that his small craft would be crushed as strong winds came in and they too together. He immediately hoisted a com...rade to a rope overhead, lifting him clear of the main point of impact before he himself was fatally injured.

SUB HERO DECORATED: Admiral Chester W. Nimitz, USN,的信心, plus the Silver Star Medal and War Merit GM1, USN, of Okinawa, Calif., for gallantry in action while on raids against Japanese shipping.

BRONZE STAR MEDAL

★ Capt. William N. Thornton, USN, Atlanta, Ga.: As a master of the 4th Fleet from 23 January 1943 to 30 May 1944, he overcome the disadvantages of limited facilities and logistic support so that forces under his command were in a high state of readiness at all times.

★ Capt. Charles R. Will, USN, Norristown, Pa.: As assistant chief of staff for the South Pacific Fleet, he organized the operations section and coordinated air and surface units in the South Atlantic Area so effectively that enemy submarine and blockade running activities were minimized.

★ Lieut. Jonathan S. Raymond Jr., USNR, Pittsburgh, Pa. (missing in action). As boat leader and section leader of a PT squadron in the Solomons on the night of 26 February 1944, he intercepted 12 Japanese launches with a barges transfer of supplies along the coast of an enemy-held island. He braved intense fire to engage the enemy in a bitter eight-hour battle and contributed materially to the sinking of four barges and the damaging of eight others.

★ Lieut. John N. Renfro, USN, Cleveland, Ohio; Lt. (jg) August J. Reim, USNR, Punxsutawney, Pa.; and Frank R. Sancho, Cox, USN, Detroit, Mich.: Serving in a destroyer which was bombard...ing Japanese shore installations in the Baka and Shortland areas, they assisted in repelling an attack with enemy dive and torpedo bombers and in obtaining hits on an enemy vessel. Their ship was a unit in a task force that destroyed an enemy cruiser and four destroyers. Their courage in performing their duty under adverse conditions was an inspiration to all.

★ Lt. (jg) Leon R. Demontier, USNR, Jackson Heights, N.Y.: As first lieutenant and damage control officer aboard the uss Susan B. Anthony when it was sinking in the Bay of Seine, he directed the efforts of repair and salvage parties and prevented the stop flooding. He entered darkened and ruptured compartments to inspect damage and spared no effort to save the ship.

★ Lt. (jg) Harold L. Leyrer, USNR, Compton, Calif.: As officer-in-charge of repair and maintenance of special equipment of a motor torpedo boat squadron in the Solomons from 1 Sep...ember 1943 to 1 March 1944, he maintained the special equipment of all boats in readiness despite the lack of adequate supplies and limited repair facilities. He participated in numerous patrols and combat missions to perform experiments and study the effects of the new type installations.

★ Lieut. (then Ens.) John J. O’Connell, USNR, Indianapolis, Ind.: Attached to a communications unit at an advanced base in the Solomons on 12 September 1942 when the base radio station was attacked by a direct bomb hit, he directed a newly reestablished service on a temporary basis within 18 minutes. On the same
BRONZE STAR MEDAL cont.

day he continued to perform his duties while enemy naval units standing off shore bombarded the entire area. (This citation was erroneously credited to Ens. James J. O'Connell, New Brunswick, N. J., in the August 1944 Information Bulletin.)

★ Lt. (jg) Melvin A. Schadowal, USNR, Folly Beach, S. C.: As commanding officer of the Armed Guard aboard the ss Maiden Creek when it was hit in the Mediterranean on 17 March 1944, he removed three seriously injured crew members to an escorting destroyer and remained in the vicinity of the sinking ship. Later he returned to the ship to attempt salvage operations. Although he could not swim, he gave his life jacket to an injured crew member and assisted him over the side. He finally abandoned ship with a companion who kept him afloat until both were rescued.

★ Ens. William H. Kent, USN, Fort Valley, Ga. (posthumously): As commanding officer of a PT-boat in the Solomon Islands from 5 to 30 March 1944, he participated in numerous day and night patrols and constantly intercepted Jap barges attempting to reinforce their troops in the Empress Augusta Bay area. On three occasions he attacked and destroyed loaded barges before they reached their objective. When his ship was hit and set afire he remained aboard despite severe burns and aided his crew in abandon-ship operations.

Official U. S. Navy photograph

LANDSALE CREWMAN CITED: Sam Varlas, GM3c, USNR, of Mouindsville, W. Va., recently received the Navy and Marine Corps Medal at a ceremony in the Navy Department for heroism at the time of the sinking of the USS Lansdale off the coast of Algeria on 20 April 1944.

★ Ens. Nixon Lee Jr., USNR, Forest Hills, N. Y. (missing in action): As commanding officer of a PT-boat off Bougainville Island on the night of 26 February 1944, he daringly engaged a convoy of 12 Japanese barges transporting supplies along the enemy-held coast. For eight hours he continued to attack the convoy, damaging eight and destroying four barges. When his boat struck a coral reef 200 yards from a coastal gun position he calmly directed salvage operations until a direct hit demolished his boat.

★ Ens. Washington J. D. Rabon, USN, Blakely, Ga.: In charge of torpedoes and torpedo equipment aboard a submarine during four war patrols, he carried out his highly important duties with skill, initiative and courage despite repeated enemy attacks. He contributed in large measure to the sinking of many Japanese ships.

★ Ens. William D. Schaffner, USNR, Harrisburg, Pa.: Commanding a PT-boat in the Solomon Islands from 5 to 30 March 1944, he participated in many day and night patrols. On two occasions he was largely responsible for the destruction of loaded enemy barges. When his boat was hit by enemy shell fire and burst into flames, he suffered severe burns. Despite these he assured himself of the safety of other crew members before abandoning the vessel.

★ Albert E. Boehme, CMO3M, USN, Bremerton, Wash.; Oscar Helms, CMO3M, USN, New London, Conn., and James W. Holt Jr., CEM, USN, Adairsville, Ga. As crew members of a submarine during her first four war patrols in enemy waters, they carried out their highly important duties with skill, initiative and courage despite repeated enemy attacks. They contributed in large measure to the sinking of many Japanese ships.
ENS. Donald G. Hardin, USNR, Inglewood, Calif. (missing in action): As navigator of a PB4Y during a 2,000-mile search and reconnaissance mission in the Marshall and Gilbert Islands on 8 December 1945, he materially aided in the sinking of an enemy boat, the probable sinking of one cargo vessel, damaging of two other ships, and the destruction of shore installations. He accurately photographed the attack and brought the craft back to a safe landing on its home base.

**James H. Finch, ARM1c, USNR, Leesburg, Fla. (missing in action):** As radioman of a torpedo bomber in action against a U-boat, he kept all equipment operating in the face of accurate anti-aircraft fire and aided his pilot in pressing home a bombing attack which completely destroyed the sub.

**James H. Finch, ARM1c, USNR, Leesburg, Fla. (missing in action):**

**AIR MEDAL**

**Lt. Comdr. John L. Phillips Jr., USN, Linden, Va. (missing in action):** Piloting a plane on a photographic mission over the southern islands of Japan-held Kwajalein Atoll, he flew his plane at low altitude to obtain photographs of proposed landing beaches. His daring and airmanship in the face of grave peril contributed to our capture of this area.

**Lt. William F. Krantz, USN, Minneapolis, Minn.:** Piloting a torpedo bomber in the vicinity of Rabaul on 11 November 1945, he pressed home his attack at close range against a heavy warship, despite extensive damage to his engine. He finally brought his plane to a safe landing on the water without injury to himself or his crew.

**Lt. Harry B. Lawrence, USN, Pensacola, Fla.:** Piloting a patrol plane during attacks on a U-boat in the Caribbean area, he launched a determined attack against a heavy anti-aircraft fire. Losing contact in the darkness, he reestablished contact after a two-hour search and again attacked, probably scoring hits.

**Lt. Lloyd E. Parker, USN, Salem, Ind. (missing in action):** As pilot of a PV-1 plane in the Pacific area, he flew beyond the normal limits of his patrol to carry out special low-level reconnaissance of enemy islands. His expert airmanship and fighting spirit were of invaluable assistance to his squadron in successfully completing numerous vital missions.

**Lt. William Shewlin, USNR, Locust Valley, N.Y.:** Kurz A. Mattingly, Atalanta, W. Va.; Louis M. Neale Jr., ACRM, USN, Walterboro, S.C.; and John Vasu, ACMM, USN, Avon Lake, Ohio: As first pilot and crew members of a patrol plane, they rendered invaluable assistance to the pilot in a head-on attack on an enemy U-boat. As a result the small craft was severely damaged and possibly destroyed by depth charges.

**Lt. Roy M. Voris, USNR, Santa Cruz, Calif. (missing in action):** Disregarding his personal safety, he took off from the USS Enterprise on 25 November 1943 and operated as a night fighter. His cool and efficient performance of duty under extremely difficult conditions and his display of courage were in keeping with the highest traditions of the naval service.

**Lt. (jg) Charles W. Hagan, USNR, Denison, Tex.:** As a fighter pilot escorting a striking force to the Rabaul area on 24 January 1944, he attacked and destroyed a Japanese interceptor which attempted to break through the fighter formation. On 29 January he assisted in repulsing an attack by enemy fighters and severely damaged one plane before his own plane was hit and he was wounded in the left leg. He applied a tourniquet to his leg and brought his damaged plane back to base. From 12 September 1943 to 1 March 1944 he took part in 52 combat missions.

**Lt. (jg) Alexander J. Kostrewsky, USN, Millers Falls, Mass.:** Attached to a fighter squadron operating in the Solomons, he escorted a bomber strike against Rabaul on 21 January 1944 and destroyed one enemy plane attempting to intercept the formation. On 5 February he destroyed a second fighter plane over Rabaul, and on 19 February he destroyed a third.
V-DISC KIT FOR OCTOBER

Following is the list of V-Discs contained in the October kit to be mailed the middle of the month to eligible ships, naval activities outside the continental limits, and convalescent hospitals within the United States. Procedures for obtaining the discs, recorded exclusively for members of the armed forces, may be found in Bulletin 154.

FRANCES LANGFORD (see below) Pers. Circ. Ltr. 154.

44. Sun Valley Jump—Chattanooga Choo Choo—Carl Glenn Miller: It Had to Be You; Special Delivery; Stormy; Graduation; Gravity; Frustration.

61. Son Valley Jump—Chattanooga Choo Choo—Carl Glenn Miller: It Had to Be You; Special Delivery; Stormy; Graduation; Gravity; Frustration.

Indians: Somebody Loves Me—Tommy Dorsey; What a Difference a Day Makes.

38. The Great Lie—Jimmy Dorsey; Flip Lathrop—Lee Browne.

64. Toccata and Fugue in D Minor—Stokowski and Philadelphia Orchestra.


66. Traylin’ Light—Paul Whiteman; All for You; I Can’t See for Looking; Ring Cole Style.

67. I’m in the Mood for Love—Kirkwood Landford; Penthouse Anniversary—Harry Crosby; All the Things You Are; All of Me—Frank Sinatra.

68. The First Noel—Santa Claus—Wendell and Lynd Murray; Jingle Bells; White Christmas; Santa Claus Is Coming to Town; Winter Wonderland; Band of the Training Command of the AAF.

69. Pretty Eyes—Lunford Special—Jimmie Lunford; Circus in Rhythm—Curtis Basie.

70. When Our Hearts Were Young and Gay; Yesterdays—Jo Stafford; When I Get Too Old to Tend My Own Farm; Where or When—Dick Haymes.


72. Where the Mountains Meet the Sky—Pender East—Billy Williams; First Class Private Mary Brown; Salt Water Cowboy—Hattie Wood.

73. Come Back to Sorrento—Bishop’s Blues—Woody Herman; Uptown Express—Leo Carlin.


75. White Christmas; When Your Lips Met Mine—Charlie Spivak; Under a Blanket of Blue—Glenn Gray.

76. An American in Paris—Horace Henry Symphony Orchestra; Dark Eyes—Van Costo.

77. La Cumparsita; Chopsticks Polka; Xavier Cugat; Sombrero Una Vez; Masquerade—Billie Martin.

78. O Little Town of Bethlehem; Deck the Halls; O Holy Night; Gentle Sleigh—Dick Haymes and Travis Johnson Singers; Hark the Herald Angels Sing—Denis O’Hara and Dick Liebert; Oh Come All Ye Faithful—Kallen Porter and Band of the Training Command, AAF.

79. Memphis Blues; Happy Birthday; Superman—Bucky Goodman.

80. So Far Is My Heart for You—Paul Weston; I’ve Got You Under My Skin—Horton Jenkins; Robin Hood—Louis Prima.

V - DISC KIT FOR OCTOBER

EAR-WITNESS REPORTS, PACIFIC

On film, wire and discs, Marine combat radio correspondents are recording the Pacific war since January 1943.

First recording of battle action to be used on an American network (MBS) was the description of the Bougainville invasion made on a wire recorder by Marine Sgt. Roy Maypole.

First recording to be used on a commercial network program was a pickup of a Japanese night bomber attack on Piva airfield, Bougainville. The platter, made by Sgt. Jim Hardin, was aired on “Report to the Nation” over CBS. There was no voice on this platter, however, just the sound of the bomber's engines and the crack of ack-ack.

First recordings of battle action that included the voice of the narrator to be used on a commercial program was on “We the People” in July of 1944. Records were of the landing on Saipan, described by Capt. Larry Hays. Of Hays' and his 15 transcribed hours time says, “... his warcasting is the best to date.”

To Sgt. Keene Hepburn, Hays' engineer, goes credit for the technical excellence of the recordings.

Best description of the ship-to-shore movement in a tactical landing, according to network representatives, was the 90-minute recording made by S/Sgt. Alvin M. Josephy Jr. during the assault on Guam. Josephy loaded his equipment into a half track and landed ashore under heavy enemy fire, talking all the way. Half-hour portions of the recording were used on three national networks.

Recorded programs that have been received recently are: new song facts to actual pick-up of tank battles over short wave. Most unusual recording, perhaps, was a description of a dive-bombing attack on a Jap-held bridge on Bougainville. The pilot, Lt. Joseph Butler, USN, described every second of his bombing run over the voice high frequency transmitter in his plane. Sgt. Hardin picked it up on a receiver at Piva airfield.

Short, interesting interviews with marines in the field are now being distributed to local stations throughout the country. The “Joe Blow” recordings are getting an excellent play.

Two-man combat radio teams, equipped with wire, film, and disc recorders are attached to every Marine division and air wing. Their material is cleared weekly by a Marine Corps headquarters for processing and distribution, but when the Navy transmitters are set up at Pearl Harbor and Guam, the hottest combat recordings will be released there.

What Is Your Naval I. O.?

1. The naval base at Pearl Harbor, T. H., is situated on the island of (a) Hawaii, (b) Maui, (c) Oahu.

2. True or false: The Judge Advocate General of the Navy must be an officer of the Navy.

3. Who is specifically required by Navy Regulations to take care that there is no smoking aboard ship in unauthorized places or at unauthorized times?

4. The present USS Lexington is the (a) second, (b) third, (c) fifth ship of the U. S. Navy to bear the name of the first Revolutionary War battle.

5. Shown here is the specialty mark for the rating of .

6. The expression "freshen the nip," means to (a) shift a rope so as to take the wear in another place, (b) change the set of a sail so as to take full advantage of the wind, (c) add hot coffee to a cup that has become cool.

7. The Chiefs of the Bureaus of Medicine and Surgery and Supplies and Accounts have, respectively, the titles of Surgeon General of the Navy and Paymaster General of the Navy. What is the corresponding title of the Chief of the Bureau of Yards and Docks?

8. Give the type of wingfold used on the following Navy planes: Wildcat, Avenger, Helldiver, Hellcat and Corsair.

9. What are the colors of the ribbon bar representing the Bronze Star Medal?

10. What class of ships are given names of deceased Surgeons General of the Navy?

11. Of the 26 alphabet flags, how many are solid colored?

12. The Territory of Alaska is in which of the following Naval Districts: 13th, 16th, 17th?

13. Convicted by summary court martial on AOG charges, a sailor was sentenced to two months confinement and to lose $30 per month of his pay for a period of 6 months but the convening authority ruled that he should not serve the confinement. The convening authority had (a) remitted, (b) mitigated or (c) commuted the part of the sentence involving confinement.

14. Give the corresponding full title for the following short titles: (a) CNAIntermTrb, (b) ABATU, (c) CASU.

15. One of the U. S. battleships which the Japs "skunked" at Pearl Harbor supported the Normandy invasion. Name it.

(Answers on page 62)

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LETTERS TO THE EDITOR

(Continued from page 36)

through the Selective Service System and inducted into the Navy as USN(1) on 1 July 1944. He was then sentenced to five years in prison by court-martial at the Court of Special Sessions, New York City, for drunk driving. If re-admission, the rating would become SK3c(T)...

TEMPORARY COPs

Sir: Will enlisted men holding temporary ratings in the Navy as USN 114-44, be paid off in the status of pay grade 1 and be returned to service under honorable conditions? L.T. JG, CHM(AC).

Discharges and releases from active duty will be effected in the rating held at time of discharge or release, whether temporary or permanent.

PROVIDING EYE CARE

Sir: Does the Navy provide examinations, prescriptions and glasses for men with visual defects, or is this up to the individual, at his own expense? D. L., D. S.

Eye examinations and prescriptions for glasses are made and written by Navy medical officers. The official Eye Examination and Prescription Chart is issued by the Department of the Navy.

TANGLED KNOT

Sir: With reference to the INFORMATION BULLETIN for August 1944, page 31, where it is stated that a double carrick bend could be a victory knot? (See Bluejackets’ Manual, 1927 edition, page 159.)—O. V. S. K., CAPT, USNR.

Sir: . . . The knot is designated as a double carrick bend on page 159 of the 1927 edition of the Bluejackets’ Manual, in this, it was called the victory knot, and so remained through the 1934 edition, against which the Bullpup checks. Another checking indicates that the 1941 edition also has it as a double carrick bend. . . .

CLASS A SCHOOLS

Sir: I was a Naval Reserve in July 1943, never went through boot camp, and want to strike for AMM. However, because of back injuries had no chance to go to AMM school. I’ve had a couple of months training in propeller work, but since our outfit calls for no AMMs, it has been turned to me to strike for an AMM school. How can I go about making application for me to be assigned to an AMM school?—C. L., S1c.

No. Class A schools in the Navy are filled only with recruits selected upon graduation from recruit training. . . .

No WAIVERS FOR V-7

Sir: May a Special Assignment with 5/26 and 6/20 vision correctable to 20/20 apply for V-7?—R. C. B., TSC, WO.

Under the provisions of BuPers Cir. Ltr. 112-14 (N.D. B. 15 May 1944, 44-478) all candidates for the V-7 program must measure the general physical requirements, and no waivers are considered.

HOMESTEAD DISTRICT

Sir: I am a Fleet Reserve (FAD), classified as mobilization ashore due to physical disability, serving outside my home naval district. (1) May I request transfer to my home district? (2) Must I travel at my own expense in event of such a transfer?—P. C. M., CMM.

(1) Yes, by letter to BuPers via official channels. Where practicable, retired enlisted men or Fleet Reserve are retained for duty in home naval districts when it will not interfere with normal activities. (2) In case travel is necessary, they are considered available for such travel under present instructions may be required. 2. Yes.—□

AVIATION TECHNICAL OBSERVER

Sir: (1) An aviation technical observer is under orders to duty involving flying, maintains a flight log, draws flight clothing as needed, yet receives flat additional pay of $5 a month, and is paid by military base pay. Why is this so? According to BuPers Cir. Ltr. 102-42 (N.D.E., cum. ed.), a flight surgeon sees under orders to duties involving flying, but is paid military base pay. Why is this so?—BuPers Cir. Ltr. 102-42 (N.D.E., cum. ed.).

Coin and Card Trick

Lay the ace, deuce, trey, four, five, six and seven of a card suit by side so that the numbers, from left to right, are one through seven. Place a penny each on the ace, deuce and trey: a nickel each on the five, six and seven. Without moving the cards and by moving a coin to a coinless card, or by jumping an adjacent coin over only one coin onto a vacant card, make the pennies end up on the five, six and seven and the nickels on the ace, deuce and trey. Pennies may be moved only to the right nickels only to the left. (For solution see page 62.)
Answers to Quiz on Page 60
1. (c).
2. False: he may be an officer of the Marine Corps.
3. The Master at Arms.
4. (c).
5. A Chief of Civil Engineers of the Navy.
6. Wildcat Avenger and Hellcat have alongside folding devices.
7. (d).
8. (a).
9. The first Lexington was a brig, the second a sloop-of-war, the third a sidewheel ironclad steamer, the fourth the cruiser which was lost in the Battle of the Coral Sea.
10. A Chief of Naval Air Training.
11. Two only. B (Baker) is red and Q (Queen) is yellow.
12. (a).
13. (d).

PAYMENT TO NEXT OF KIN

A man's next of kin is entitled on page 2 of the Official Record. The beneficiary is asked for on pages 7 and 8 of the record. The beneficiary is asked for on page 9. The beneficiary is asked for on page 10. The beneficiary is asked for on page 11. The beneficiary is asked for on page 12.

CORRECT—Ed.

Solution to Trick on Page 61

The moves of the coins: trey to four; five to six; seven to eight; nine to ten; four to six; seven to five; two to six; one to five; four to five; four to five.
No Demobilization Until Jap Defeat

Rules Permit Release Of Unneeded Specialists If Not Fit for New Duty

Although the Navy's personnel program requires continued expansion, with no demobilization until the defeat of Japan, BuPers on 15 September issued instructions revising and clarifying previous provisions governing voluntary severance which will make eligible for release a small number of officers and enlisted personnel who are now engaged in specialized activities which are being closed down or curtailed and who are not qualified physically for other duties nor adaptable to other assignments without considerable training.

In acting on applications, BuPers will use as the test the needs of the service and whether the applicant can be spared. It is clearly not the intention of the Navy to release any officer covered and physically qualified for sea duty or any other personnel whose services are essential. Every officer and man who can be effectively used anywhere in the naval establishment will be retained.

The new instructions on enlisted personnel cover the discharge upon execution of enlistment of enlisted reservists and inductees (USN-1) in the above categories who are 42 years of age and over, and the release to inactive status of enlisted personnel on the retired list of the same age.

(The policy announced by the Marine Corps in Hqtrs. Ltr. of Inst. 1942, 29 June 1944, provides that the application for discharge will be considered for any enlisted man over 35 who is serving within the continental limits of the United States. The Coast Guard plan covering the release or discharge of certain enlisted personnel is now being formulated.)

Officers covered by the new instructions, if 38 years old or over, may either resign from the naval reserve or request release to inactive duty. Those officers 38 who are considered eligible for release will be required to submit their resignations.

"The Navy," both directives pointed out, "is still engaged in carrying out an expansion program and cannot consider favorably wholesale requests for discharge or release to inactive duty. Any conclusion that the Navy's participation in the war is nearly over is not based on fact."

A statement issued last month by Secretary of the Navy James Forrestal emphasized that point. "The defeat of Germany will bring about no demobilization of the Navy," he said. "On the contrary, the Navy is expanding and will continue to expand. The Navy cannot demobilize until Japan is defeated."

Mr. Forrestal's statement was issued following the War Department's announcement of the Army partial demobilization plan (see below), to be effected after the defeat of Germany.

"The collapse of Germany will present the Navy with new tasks," Mr. Forrestal noted. "One of these will be the transporting of men and material, freed from the European theater, into the Pacific in order to deliver heavier blows against Japan. Germany's defeat will result in a redistribution, rather than reduction, of naval strength."

"The Navy has been at work on demobilization methods for the past year and has completed tentative plans to meet any contingency. In developing these plans the Navy has worked in close cooperation with the Army, with the result that present plans agree in principle with those announced by the War Department. Like the Army, the Navy, in establishing priority for severance, intends, when the time comes for demobilization, to give due consideration to the factors of length of service, service outside the continental limits, combat service, and parenthood."

"The Navy will continue to work in closest liaison with the Army in an endeavor to establish, to the fullest extent possible, uniformity in demobilization policies and methods. Furthermore, since demobilization of the Navy must await defeat of Japan, the Navy will have an opportunity to observe in operation the partial demobilization of the Army and will thus be able to profit by the Army's experience."

"A final and precise blueprint is not expected to be drawn until the defeat of Japan is at hand."

(Details regarding the authorized increase in naval strength, announced recently by Mr. Forrestal, may be found in the INFORMATION BULLETIN, Sept. 1944, p. 42.)

Plan for Releasing Certain Specialist Reserve Officers

The policy covering the release of reserve officers whose services are no longer needed to fill the specialist duties for which they were originally enrolled was announced in a letter from SecNav to all ships and stations on 1 Sept. 1944 (N.D.B., 15 Sept. 1944, 44-1031).

As the expanding Navy is still engaged in fighting the war, it is not the intention at this time nor in the immediate future to release officers who are qualified by physical condition and training for sea or combat duty.

The need for the services of the officer will determine the action taken in each individual case, as will the relative contribution to the war effort which will result from the officer being placed on inactive duty or retained in the service.

Officers 38 years and over who are considered eligible for release may request inactive duty, or if they prefer, may submit their resignations. Officers less than 38 who are considered eligible for release will be required to submit their resignations. Officers under 38 whose resignations are accepted are required to report to their draft boards.

Requests for release to inactive duty should be submitted to the Chief of Naval Personnel, or Commandant, Marine Corps or Coast Guard, via official channels. Resignations are to be submitted to SecNav, via official channels, in the case of BuPers or Commandant, Marine Corps or Coast Guard.

The following information should be included in submitting requests:

Paragraph 1: (a) Months served on present term of continuous active duty. (b) Months served outside the continental United States. (c) (1) Total number of days leave taken during the present term of continuous active duty as an officer; (2) amount of leave authorized to be taken, not yet taken, and intended to be taken; (III) a statement as to how much of the accumulated leave normally anticipated on separation or release is not desired. (An officer who is separated or released may not receive pay from two government activities simultaneously. An officer on leave is in an active duty status.) (d) List of awards received, including unit citations, decorations, letters of commendation and number of stars authorized on area ribbons.

Paragraph 2: Such reasons for the request an applicant desires to include. (Letters from employers may be appended where appropriate.)

The forwarding endorsement will indicate whether or not the services of each individual can be spared without regret. While releasing, officers will not be granted leave.

Some Enlisted Personnel To Be Released by Navy

Navy enlisted personnel eligible for release will be returned to civilian life...
THE BULLETIN BOARD


The only personnel affected are those who have been engaged in specialized activities which are being closed down or curtailed, and who are not physically qualified for other duties of the same or similar nature.

Applications will be considered only from enlisted men who have passed their 42nd birthday, and only when the request has been initiated by the individual concerned. The directive covers the discharge of naval reservists and inductees (USN-I), and the re-lease in active duty of fleet reservists and enlisted personnel on the re-tired list.

In deciding upon requests for release, the needs of the service will be considered paramount, and discharge will be for the convenience of the govern-ment. Reliefs, if required, will be fun-damental. Discharges from the Navy con-sidered from individuals awaiting court-martial, undergoing punishment as a result of court-martial, or sick in a hospital.

Applications for discharge or re-lease are to be sent to BuPers, via the commanding officer, who will indicate on the endorsement whether or not the man can be spared without relief.

The directive is not applicable to men on the active list of the regular Navy, or to transferred to the reserve subsequent to receipt of the circular letter.

Armed Forces Demobilization Plan After Defeat of Germany

While the Navy has said definitely that there can be no demobilization until the defeat of Japan, the Army's plan of partial demobilization is of general interest since the Navy has announced (see above) that when it comes, Navy demobilization will fol-low in principle the Army's plan.

The Army's demobilization plan, made public on 6 Sept. 1944, calls for partial and orderly demobilization of the Army from present peak strength after the defeat of Germany. Army personnel will be selected for release on an individual basis, rather than by units. The following system of credits, the value of which will be announced after cessation of hostilities in Europe, will be used in determining the priority for releasing personnel:

1. Service credit—based on total number of months of Army service since 16 Sept. 1940.
2. Overseas credit—based on number of months served overseas.
3. Combat credit—based on the first and each additional award to the indi-vidual of the Medal of Honor, Distinguished Service Cross, Legion of Merit, Silver Star Medal, Distinguis-hed Flying Cross, Soldier's Medal, Bronze Star Medal, Air Medal, Purple Heart and Bronze Service Stars (bat-tle-participation stars).
4. Parenthood credit—for each de-pendent child under 18 up to a limit of three children.
5. Men in various theaters of opera-tion will be affected by the plan in this manner:
   1. European theater: Soldiers will be transferred to the Pacific, kept in Europe as occupation troops or declared surplus under a priority credit system and sent back to the United States as quickly as possible.
   2. Pacific theater: Commanders will be informed as to the number and type of men who can be replaced. Men will be selected under a priority system and returned to the United States as rapidly as replacements of the same type become available and as the mili-tary situation permits.
6. Continental United States: Troops in this area will be the main re-servoir of replacements for overseas theaters, for, in general, their priority scores will be lower than those of men who have served overseas and have seen combat duty.

Any man with a satisfactory record who may be declared nonessential un-der the plan, but who wishes to re-main in the Army, will not be forced out if he can be usefully employed.

Officers will be released as they can be spared, with military necessity de termining which are nonessential. Members of the WAC will be re-placed under the same formula as sol-diers, except that those whose hus-bands already have been released will be discharged upon application.

Many months will be required to re-turn all surplus men from Europe, since ships and planes will be needed to supply the Pacific theater. Release of troops will be slow and small in number at first.

Return to the United States will not mean an automatic release to civilian life. The same system is used in determin-ing which men were surplus overseas will be used in deciding which are nonessential to military needs and en-titled to release.

These men from overseas, as well as surplus men from the United States, will go to a surplus pool, where it will be determined on the basis of the point system which will be returned to ci-vilian life.

Travel Time Not Counted In Overseas Enlisted Leave

Travel time will not be counted in the leave which may be granted to enlisted personnel upon their return from combat or overseas duty. Under provisions of BuPers Cir. Ltr. 254-44 (N.D.B., 15 Sept. 1944, 44-1061).

Those who have served one year or more outside the continental limits of the U. S. may be granted 30 days leave.

If service outside the continental limits has been less than one year, leave may be granted at the rate of two and one-half days for each month of service or fraction thereof. All data of leave is computed exclusive of travel time.

Dates of departure from and return to the continental United States are used for determining the amount of leave to which personnel are entitled.

Regulations Changed on Mileage Allowance for Enlisted Personnel

Instructions contained in Alnav 194-44 regarding payment of an allow-ance of three cents per mile to enlisted personnel who perform travel under official orders at their own expense have been modified and liberalized in order to permit payment for that por-portion of the official distance from the old to the new station not covered by transportation requests, or over which the soldier was sent to inactive duty. Details were not used. For details, see SecNav letter to all ships and stations (N.D.B., 15 Sept. 1944, 44-1032).

New Form to Assist Navy Personnel Reemployment

In order to facilitate the return of naval personnel to their former jobs on release from active duty, a new form has been provided for by existing laws, former em-ployers are to be notified by the com-manding officers whenever service men or women are either discharged from the Navy or returned to inactive duty.

Copies of BuPers Form 143 are now being sent to CO's of all naval activi-ties within the continental limits of the United States where separation from the Navy will occur.

The directive provides that former employers will be given only the fol-low-ing information: name, date of birth, date of separation or return to inactive duty, name of naval activity concerned, and statement as to whether individual is being separated from the naval service or returned to inactive duty.

For details see BuPers Cir. Ltr. 269-44 (N.D.B., 15 Sept. 1944, 44-1068).

"Since you're new at this, Anderson, maybe you'd better just tag along and watch."
Navy Relief Society Aid Defined in Connection with Medical Care for Dependents

There is manifest an increasing belief, especially on the part of newly inducted men and their dependents, that the Navy Relief Society will provide medical care for their dependents without cost to them. The Navy Relief Society earnestly desires to assist naval personnel and their dependents in meeting their emergency needs; but it should not grant loans which it has not the financial ability to advance as a gratuity sufficient funds to provide free medical care for the dependents of even all of the men in the lower pay grades.

The Navy Relief Society is supported by voluntary contributions.

The Navy Relief Society is supported by voluntary contributions. It IS NOT A GOVERNMENT AGENCY; therefore, the assistance given by it is not a benefit or a right and must be limited.

The first purpose of the society is to assist, in time of need, the widows, minor orphans and dependent mothers of deceased men of the Navy and the Marine Corps. It is also its purpose, in cases of emergency need, to help active servicemen provide hospital (ward rates), medical and surgical care for their dependents in cases of other than chronic illness if:

(a) the serviceman and his family do all that they can to meet their own obligations, and

(b) the resources of the community are utilized as far as possible, without prejudice to the status of the family prior to the man's entry into the service, and

(c) the application for assistance has been approved by the Navy Relief Society before the services are rendered, except in emergency cases, when application must be made within 48 hours to the Navy Relief Society directly, or through its Auxiliaries or through the American Red Cross.

The Navy Relief Society may, after full consideration of the facts of the case, help a serviceman provide hospital, medical and surgical care for his dependents, but it cannot,

(a) accept the obligation to advance as a gratuity (gift), sufficient funds to pay in full normal medical and surgical fees, pay bills for operations or medical care for their dependents, but it cannot,

(b) pay bills for operations or medical care in chronic cases, nor

(c) pay hospital, medical or surgical bills contracted without his knowledge or approval, except under conditions stated in (c) above.

Postwar Logistics Training Planned for Officers

A survey to determine the number of naval officers who would be interested in selection for postwar logistics training is now being made on all ships of BuPers. The survey will cover officers of the regular Navy and those of the Naval Reserve who are candidates for the postwar regular Navy.

Logistics, which is the science of supply and support both of material and personnel, is recognized as a specialty of paramount importance. It has been proposed that a limited number of officers be selected for postgraduate training in the technical aspects of logistics. Thereafter, they would participate in the planning and administration of logistics ashore and with the operations of logistics systems in the fleet.

Plans for this training are in the preliminary stage and now await the results of the survey in which COs will ascertain the number of officers who are interested. For details, see BuPers Ctr. Ltr. 260-44 (N.D.B., 15 Sept. 1944, 44-1068).

General Service Rating of Mailman Established

The general service rating of mailman (MaM) has been established in the special branch by SecNav to replace the specialist (M) rating, in order to give the mailman his own permanent place among Navy ratings and to send him to sea, where necessary.

All specialists (M) are now being changed to mailman ratings of equal pay grades. Non-rated personnel may be advanced to MaM to fill vacancies in complement, in accordance with current advancement instructions.

Ratings of general service petty officers designated Navy mail clerks may be changed to MaM ratings of equal pay grade, if they are qualified as such and have served in postal duties so long as not to be well qualified for the duties indicated by present ratings.

Insignia for the MaM rating will be announced later. Meanwhile, men rated MaM will continue to wear the insignia of their previous rating.

For full details, see BuPers Ctr. Ltr. 263-44 (N.D.B., 15 Sept. 1944, 44-1069).

Rotation of Overseas Personnel to Become Increasingly Difficult

There is every reason to expect that rotation of naval personnel on sea and foreign service duty will become increasingly difficult to accomplish as the war with Japan becomes more intensified.

BuPers is concerned with the apparent misunderstanding which has arisen among all personnel in connection with the current policy designed, wherever possible, to return personnel to the United States for duty ashore, with new construction, or other reassignment, following 18 months outside the continental limits of the U. S.

The original announcements (BuPers Ltr. Pers-1440 of FeI. 14, 1943, and Pers-815-EH, 10 Oct. 1943) emphasized that the degree to which the policy could be carried out would depend on the overall availability of personnel and transportation and immediate demands for men in forward areas.

Intensification of the war in the Pacific has increased the amount of shipping required for initial movements of men and for support of the forces fighting the battles.

BuPers will continue to rotate overseas personnel wherever possible by ordering additional personnel to administrative commands for assignment, over and above the number required to replace new construction and school quots, attrition, and other losses. The numbers will vary from month to month.

Rotation of officers on shore duty at outlying stations will continue to be handled through area commanders, while rotation of officers on sea will continue to be handled by BuPers in accordance with current practice, coordinating the needs for new construction with the policy of rotation, insofar as possible.

For details, see BuPers Ctr. Ltr. 255-44 (N.D.B., 15 Sept. 1944, 44-1062).

Seabees With Long U. S. Service to Go Overseas

All qualified CB ship's company enlisted personnel who were ordered to active duty before 1 Jan. 1943 and still have not served outside continental U. S. will be transferred to a construction battalion or replacement unit destined for overseas service.

The same procedure applies hereafter to qualified men of the CBs with 18 months' service on continental U. S. since they began active duty or with 18 months' U. S. shore duty since their return from overseas.

Details are in BuPers Ltr. Pers-6303-DW-1 QR9, 11 Aug. 1944, to CB training centers, replacement depots and receiving barracks.

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Revised List of Operations and Engagements

For Wearing of Stars on Area Ribbons

A revised list of operations and engagements for which stars may be worn on area service ribbons has been issued by Cominch, bringing certain operations in the Asiatic-Pacific Area through 17 May 1944 and in the European-African-Middle Eastern Area through 25 June 1944.

The latest list (N.D.B., 15 Sept. 1944, 44-1049) includes changes made since the promulgation of General Order No. 207, dated 7 Feb. 1944 (see INFORMATION BULLETIN, March 1943, p. 66).

Honorable service in a ship, aircraft unit or shore-based force at the time it participated in actual combat with the enemy is the primary requirement for the wearing of a star on an area service ribbon. Only one star is awarded for a single operation or engagement.

Following is the complete list:

**Asiatic-Pacific Area Service Ribbon**

<table>
<thead>
<tr>
<th>Operation/Event</th>
<th>Date/s</th>
<th>Action/Location</th>
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<tbody>
<tr>
<td>PEARL HARBOR-MIDWAY (formerly named PEARL HARBOR)</td>
<td>7 December 1941</td>
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<tr>
<td>WAKE ISLAND</td>
<td>8-23 December 1941</td>
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<tr>
<td>PHILIPPINE ISLAND OPERATIONS</td>
<td>8 December 1941-6 May 1942</td>
<td></td>
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<tr>
<td>NETHERLANDS EAST INDIES ENGAGEMENTS: (Only one star for participation in one or more of the following;)</td>
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<tr>
<td>Makassar Strait</td>
<td>28-24 January 1942</td>
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<tr>
<td>Bandeung Strait, Java Sea</td>
<td>18-26 February 1942</td>
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<tr>
<td>PACIFIC RAIDS—1943: (Only one star for participation in one or more of the following;)</td>
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<tr>
<td>Marshall-Gilbert Raids</td>
<td>1 February 1942</td>
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<tr>
<td>Air Action of Bougainville</td>
<td>20 February 1942</td>
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<tr>
<td>Wake Island Raid</td>
<td>24 February 1942</td>
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<tr>
<td>Marcus Island Raid</td>
<td>4 March 1942</td>
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<tr>
<td>Salamaua-Lae Raid</td>
<td>10 March 1942</td>
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<td>CORAL SEA</td>
<td>4-8 May 1942</td>
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<tr>
<td>MIDWAY</td>
<td>5-6 June 1942</td>
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<tr>
<td>GUADALCANAL-TULagi LANDINGS (Including First Savo)</td>
<td>7-9 August 1942</td>
<td></td>
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<tr>
<td>CAPTURE AND DEFENSE OF GUADALCANAL</td>
<td>18-20 August 1942</td>
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<tr>
<td>MAKIN RAID</td>
<td>10 August 1942-8 February 1943</td>
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<tr>
<td>EASTERN SEAMONS (Stewart Island)</td>
<td>17-18 August 1942</td>
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<tr>
<td>BUIN-Fais-Tonolai RAID</td>
<td>23-25 August 1942</td>
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<tr>
<td>CAFE ESPERANCE (Second Savo)</td>
<td>5 October 1942</td>
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<tr>
<td>SANTA CRUZ ISLANDS</td>
<td>11-12 October 1942</td>
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<tr>
<td>GUADALCANAL (Third Savo)</td>
<td>12-15 November 1942</td>
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<tr>
<td>TASSAFARONG (Fourth Savo)</td>
<td>26 November-1 December 1942</td>
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<tr>
<td>RENNELL ISLAND</td>
<td>29-30 January 1943</td>
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<tr>
<td>ALEUTIANS OPERATIONS: (Only one star for participation in one or more of the following;)</td>
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<tr>
<td>Kamandarek Island</td>
<td>26 March 1943</td>
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<tr>
<td>Attu Occupation</td>
<td>11 May-2 June 1943</td>
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<tr>
<td>NEW GEORGIA GROUP OPERATION: (Only one star for participation in one or more of the following;)</td>
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<tr>
<td>New Georgia—Rendova-Vangunu Occupation</td>
<td>20-30 June-31 August 1943</td>
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<tr>
<td>Kula Gulf Operation</td>
<td>5-6 July 1943</td>
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<tr>
<td>Kolombangara Action</td>
<td>12-13 July 1943</td>
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<tr>
<td>Vella Gulf Operation</td>
<td>6-7 August 1943</td>
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<tr>
<td>Vella Lavella Operation</td>
<td>15 August-18 October 1943</td>
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<tr>
<td>Action off Vella Lavella</td>
<td>6-7 October 1943</td>
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<tr>
<td>PACIFIC RAIDS—1943: (Only one star for participation in one or more of the following;)</td>
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<tr>
<td>Marcus Island Raid</td>
<td>31 August 1943</td>
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<tr>
<td>Tarawa Island Raid</td>
<td>18 September 1943</td>
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<tr>
<td>Wake Island Raid</td>
<td>5-6 October 1943</td>
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<tr>
<td>NEW GUINEA OPERATION</td>
<td>4 September 1943—(date to be announced later)</td>
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**TREASURY-BOUGAINVILLE OPERATION: (Only one star for participation in one or more of the following;)**

- Treasury Island Landing
- Choiseul Island Diversion
- Occupation and Defense of Cape Torokina
- Bombardment of Buka-Bonis
- Buka-Bonis Strike
- Bombardment of Shortland Area
- Battle of Empress Augusta Bay
- Rabaul Strike
- Action off Empress Augusta Bay
- Rabaul Strike
- Battle off Cape St. George

**GILBERT ISLANDS OPERATION**

- Marshall Islands Operation (Only one star for participation in one or more of the following;)
- Air attacks designated by CinCPac on 26 November 1943-2 March 1944
- Defended Marshall Islands targets
- Occupation of Kwajalein and Majuro Atolls
- Occupation of Eniwetok Atoll
- Attack on Jaluit Atoll
- VISMARICH ARCHIpeLAGO OPERATION: (Only one star for participation in one or more of the following;)
- Kavieng Strike
- Kavieng Strike
- Kavieng Strike
- Bombardments of Kavieng and Rabaul
- Anti-shipping Sweeps and Bombardments of Kavieng
- Anti-shipping Sweeps and Bombardments of Rabaul and New Ireland

**ASIAN-PACIFIC RAIDS—1944**

- Truk Attack
- Mariamot Attack
- Puna, Yap, Unirli, Wolei Raid
- Sabang Raid
- Truk, Saibaru, Pongora Raid
- Ekerabba Raid

**ESCORT, ANTISUBMARINE AND SPECIAL OPERATIONS; USS NAVAJO—Naval Operations**

- 8 August 1942-3 February 1943

**European-African-Middle Eastern Area Service Ribbon**

**NORTH AFRICAN OCCUPATION**

- (Only one star for participation in one or more of the following;)
- Algeria-Morocco Landings
- Action off Casablanca
- Tunisian Operations
- 5-11 November 1942
- 8 November 1942
- 8 November 1942
- 9 July 1943
- 9-12 July 1943
- 28 July-17 August 1943
- 9-21 September 1943
- 22 January-1 March 1944

**SICILIAN OCCUPATION**

**SALERNO LANDINGS**

**ANZIO-Nettuno Advanced Landing**

**BOMBARDMENT AND INVASION OF THE FRENCH COAST**

**ESCORT, ANTISUBMARINE AND SPECIAL OPERATIONS**

- (One star for participation in each of the following;)
- Convoy PQ-17
- Task Group 21.16
- USS MENGES
- Task Group 26.11
- Convoy UC-58

**American Area Service Ribbon**

- 3-8 November 1942
Change of Address Notices
To Expedite Delivery of
Personal Mail

So that naval personnel transferred from one ship or station to another may keep families, friends and business correspondents informed at all times of their current mailing address, a new system of "change of address" cards is being inaugurated throughout the service. The new procedure will speed up the delivery of mail, as well as prevent personal mail from going astray due to frequent changes of an address. Upon receipt of orders for transfer from your present ship or station, this is how the plan will work for you:

1. One copy of the card—form NavPers 693 (rev. 734)—is to be sent to your new ship or station, giving advance notice of your transfer, so that mail which may reach the station before your arrival will be held for you.

2. One copy is to be sent to your nearest of kin, so that this important correspondent will have your latest possible mailing address.

3. One unaddressed copy of card is to be sent to the mail clerk of your present ship or station, advising of the anticipated change. The mail clerk will then address and mail the card to the record office of the appropriate fleet post office, via any other activity concerned with your address.

4. Sufficient cards will be provided so that one can be sent to each of your correspondents, from whom letters, packages or publications may be expected.

Cards in sufficient quantities for all hands are now forwarded to ship and station commanding officers.

For details, see BuPers Ltr. 234-44 (N.D.B., 31 Aug. 1944, 44-999).

Officers to Report Address
Between Duty Stations

All officers receiving change of duty orders, and those awaiting further assignment after reporting to naval districts from duty outside the United States, are required to keep BuPers informed where they can be reached from the time of detachment from present station until arrival at their new station.

The change-of-address form, NavPers 322 (rev. 1944) is provided with each set of change of duty orders, is filled out by the officer so that BuPers may keep him notified of any change or modification in his orders. Attention is called to this procedure by BuPers Ltr. 269-44 (N.D.B., 15 Sept. 1944, 44-1075).

This change-of-address form is not to be confused with form NavPers 693 (rev. 734)—see item directly above.

Silver Star Authorized On
Submarine Combat Insignia
For Each Five Patrols

Up to 36 successful patrols may now be indicated on the submarine combat insignia, under revised regulations.

Wearing of the insignia itself, without stars, indicates one successful combat patrol. A gold star is added in the holes on the scroll for each additional successful patrol up to four patrols.

For five successful patrols the wearer now removes the three gold stars and places a silver star in the center hole. For each additional successful patrol he is authorized to add one gold star, and for each additional five, another silver star.

In order to show more than seven patrols, four additional holes may be drilled, as shown in the above paragraph. As additional stars are added, they will be arranged symmetrically.

Regulations provide for award of the submarine combat insignia to officers and men of the Navy and the Naval Reserve regularly assigned to submarine duty who complete (or who have completed since 7 Dec. 1941) one or more patrols during which the submarine sinks at least one enemy vessel or accomplishes a combat mission of comparable importance.

Under previous regulations, three gold stars were the maximum worn, with the third representing four or more patrols.

For further details, see BuPers Ltr. 266-44 (N.D.B., 15 Sept. 1944, 44-1072).

Officers Sought for
Submarine Training

Officer volunteers are sought for submarine training in the class convening about 1 Jan. 1945 at the Submarine School, New London, Conn., and for subsequent classes.

Applications are desired from officers of the U. S. Naval Academy classes of 1942-45, incl., and from Naval Reserve officers not over 28 years of age, of the ranks of lieutenant, lieutenant (jg) and ensign.

Sea service and other requirements of BuPers Manual, Arts. E-1001 and E-1004, have been removed. However, officers with seagoing experience qualified in ship handling and particularly Naval Academy graduates, are especially urged to apply.

(For details, see BuPers Ltr. 44-44, N.D.B., 31 Aug. 1944, 44-1007.)

Submarine Duty Volunteers
Requested in Certain Rates

Enlisted men in specified ratings who can meet the mental, physical and psychological requirements for submarine duty may now volunteer for transfer to the Submarine School, New London, Conn., for initial training and further assignment to fleet submarines.

As provided by BuPers Ltr. 44-44, N.D.B., 15 Sept. 1944, 44-1060) applications are desired only from enlisted men in the following ratings: TM, TME, QM, SM, FC, FCS, S, EM, RM, RT, MmM, F, Y, PhM (except PhM3c), SC, Bkr, StM. Machinist's mates are also rated. All requests should state any previous experience with internal-combustion engines, as well as whether men care to have rate changed to motor machinist's mate when qualified. No chief petty officer volunteer in any of these ratings is desired unless he has had previous submarine duty.

Requests for transfers from Seabees are not desired except in cases of men with previous submarine duty or graduates of submarine school in a previous enlistment.

Applications will be considered from all qualifying personnel in any of the listed categories, other than recruits undergoing training or personal in class "A" schools. Requests should be sent to BuPers, via commanding officers, and via fleet service force commands or other appropriate commands.

Officers May Wear Civilian
Clothes on Terminal Leave

Officers granted terminal leave, pending discharge or return to inactive status, may wear civilian clothes during the leave period, according to BuPers Ltr. 273-44 (N.D.B., 15 Sept. 1944, 44-1079).

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W-V(S) Officers to Wear Stars on Their Uniforms

Officers of the Women's Reserve who are classified W-V(S) are authorized to wear a blue star above the sleeve braid on their uniforms. The directive also permits officers to wear a star on their uniforms after 16 Nov. 1944. All W-V(S) officers are required to have the star on their uniforms after 15 Nov. 1944.

The directive also permits officers to wear a pin-on collar device on working smocks. W-V(S) officers wear the rank insignia on both sides of the collar; staff officers wear the corps insignia on the left side of the working smock collar and the rank device on the right side. The insignia is to be centered on the collar one inch from the front edge.

Three Additional Ratings Now Open to WR

Three additional ratings now have been opened to enlisted personnel of the Women's Reserve, in addition to those for which they already have been eligible where qualified. These ratings are Specialist V (transport airman), Ship's Service Man L (laundryman) and Ship's Service Man T ( tailor). However, civilians will be utilized to the greatest extent possible in performing the duties of the last two ratings.

Although the rating of Ship's Service Man B (barber) is not included in the list of those open to Women's Reserve personnel, BuPers will consider requests for advancement to that rate from stations in isolated localities where adequate civilian facilities are not available.

Advancement in rating of enlisted Women Reservists is now governed by BuPers letter Pers-67-Bt-QRS/P17 to all Activities, dated 7 Aug. 1944, which includes the provisions outlined above, and by BuPers Circ. Ltr. No. 184-44 (N.D.B., 15 May 1944, 44-569) which covers enlisted advancements in general.

Reserve Line Officers May Transfer to Supply Corps

Reservist line officers interested in applying for transfer to the Supply Corps of the Naval Reserve may do so under BuPers Cir. Ltr. 270-44 (N.D.B., 15 Sept. 1944, 44-1076).

Applications of officers between the ages of 28 and 38 with a college degree, or courses administration plus practical experience, will be considered. Candidates should have had successful experience in connection with the management of an organization in an executive capacity, including the handling of people and the planning of operations. Officers with backgrounds in one or more of the following are desired: procurement, inventory control, storage or movement of supplies and materials.

In addition, officers are needed in the following specialized activities:

1. Materials handling—officers with at least three years' experience in a responsible supervisory capacity in the handling of large quantities of stock.
2. Material reclamation—officers who have had three to five years in the salvage or reclamation of scrap metals or materials.
3. Oil terminal supervision—officers who have had at least five years' experience in handling bulk fuel oil, at least two years' experience in a water terminal storage plant in a supervisory capacity, and who have knowledge of loading and unloading of ocean-going tankers of large capacity.
4. Packaging—officers who have had at least three years' experience in field work in at least one of the following container industries: corrugated fibreboard, solid fibreboard, nailed wood, wire bound, cleated plywood, cleated fibreboard, metal containers or crating and waterproofing.

Officers applying for transfer will be ordered to duty as assistants to supply officers at yards and stations within and without the continental limits of the United States. Transfers will be made in the same rank and without loss of precedence.

Applications should be submitted to the Chief of Naval Personnel (Attention Pers-365), via official channels, and should include the applicant's file number and complete statement of qualifications.

Reenlistment Rules Clarified For Navy Regulars in V-12

Regular Navy men whose enlistments expire while undergoing instruction in the V-12 program may, if so requested, be discharged and reenlisted or allowed to extend enlistments as apprentice seamen. They may, however, for purpose of discharge and reenlistment and reenlistment on the rating held prior to transfer to the program. These provisions are contained in V-12 Bulletin No. 265 (Subject C), 8 Sept. 1944.

In case of reenlistment or extension of enlistment, they would be eligible to draw the reenlistment allowance of an apprentice seaman. All transfers of the rating held at the time of entering the V-12 program. They would also be eligible for travel allowance to the place of acceptance of enlistment. Regular Navy men who do not reenlist or extend their enlistments up to 15 May 1944, or do not already serve in a voluntary extended-enlistment status under Alnav 155-41, may be considered for transfer to the V-12 program. However, they may return to duty in their current duties in the enlisted status previously held.

In the event any regular Navy man, who has been retained in the service beyond the expiration date of his enlistment, he may (1) be discharged and reenlisted, (2) extend his enlistment, or (3) return to duty in the enlisted status he held before transfer to the V-12 program.

Drugs and Medicines Not To Be Sold by Ship's Service Stores

The sale of drugs and medicines hereafter will not be permitted in Ship's Service Stores, but not that of a recommendation from BuMed to BuPers. This policy, contained in BuPers Circ. Ltr. 235-44 (N.D.B., 31 Aug. 1944-998), is being inaugurated to prevent the indiscriminate handling and sale of drugs for self-prescribing by individuals, which is fraught with much danger.

The sale of recognized home remedies (such as Listerine, lotions, cold creams and similar substances) which may be customarily purchased at grocery, department, or similar stores may be permitted provided the sale of these items has the prior approval of the commanding officer upon the advice of the medical officer.
Inclusive Dates Used to Determine Eligibility for Block Promotions

A new policy established by the block promotion of 1 Aug. 1944 (Analv 142-44), that of setting inclusive dates for the eligibility of ensigns and lieutenants junior grade for promotion to the next higher grade, was continued with the Analv of 1 Sept. 1944 (169-44) and will be maintained until further notice.

Under the previous system, eligibility was set forth by specifying those with continuous active duty in grade on the first day of a given month or earlier. Therefore, officers whose promotions had been withheld again became eligible for promotion automatically in the following months, unless their promotions again were ordered withheld.

The Analv of 1 Aug. 1944 made eligible those ensigns and lieutenants junior grade with dates of rank between 2 May 1943 and 1 June 1943 incl. The Analv of 1 Sept. 1944 continued the inclusive date policy, covering the period 2 June-30 June 1943, incl.

Changes Approved for Nurse Corps Uniforms

The following items of uniform for members of the Navy Nurse Corps have recently been approved:

Nurses may now wear the blue and white garrison caps, the same as authorized for male officer personnel, to be worn as optional items of uniform when prescribed by COs. The insignia of rank will be worn on the right side and the miniature cap device on the left, each two inches from the front edge.

Beige hose will be worn with the nurses' service dress white uniform.

Dress shoes, black, may be laced oxford, simple pumps or monk strap style, with closed toe and heels, of plain black leather or fabric, with black stitching, heels not higher than two inches. Suede, patent leather or novelty leather shoes are not permitted.

Dress shoes, white, will conform to the same general description as above, but white in color, with white stitching.

The regulations are contained in BuPers Circ. Ltr. 259-44 (N.D.B., 15 Sept. 1944, 44-1066).

Qualifications Published For CB Ratings

Qualifications for the following construction battalion ratings are published in BuPers Circ. Ltr. 257-44 (N.D.B., 31 Aug. 1944, 44-1002):

Cox (CB) (Boatswain) and BM (CB) (Boatswain).

Cox (CB) (Stevodore) and BM (CB) (Stevodore).

GM (CB) (Powderman).

CM (CB) (Armorer).

CM (CB) (Builder).

CM (CB) (Draftsman).

CM (CB) (Surveyor).

CCM (CB) (Excavation Foreman).

SF (CB) (Pipefitter & Plumber).

SF (CB) (Steelworker).

SF (CB) (Welder).

SF (CB) (Blacksmith).

SF (CB) (Rigger).

SF (CB) (Mechanical Draftsman).

MM (CB) (Equipment Operator).

EM (CB) (General).

EM (CB) (Line & Station).

EM (CB) (Communications).

EM (CB) (Draftsman).

WT (CB).

SK (CB) (Stevodore).

Muffs With Overcoats Now Optional for CPOs

CPOs may now wear mufflers with their overcoats under a recent addition to uniform regulations. When mufflers are worn, they are to be of white silk, rayon or wool, plain or ribbed, woven or knitted, to be of approximately commercial size. Blue wool mufflers may be worn at sea. (See BuPers Circ. Ltr. 246-44, N.D.B., 31 Aug. 1944, 44-1009.)

Designate Cap Devices For Tropical Helmets

For helmets used with the tropical uniform, commissioned officers will wear the miniature officers' cap device, warrant officers the same full-size crossed anchor device as worn on their regular caps, and CPOs their own miniature cap device (See BuPers Circ. Ltr. 246-44, N.D.B., 31 Aug. 1944, 44-1009).
The Month's Alnavs in Brief

No. 165—Relates to handling of receipts for Federal War Ballots delivered to Navy post offices for transmission to U. S. S. C.

No. 166—Provides that in all duty orders involving per diem for travel by air, the air travel status exists only for days on which travel is actually performed by air, effective 21 Wmy. 1944, in accordance with a decision of Controller General dated 12 Aug. 1944.

No. 167—Emphasizes that retroactive orders to duty involving flying as technical observers are not legal and cannot be issued under any circumstances.

No. 168—Extends Alnav 112-44, containing procedure for issuance of orders to officers for temporary additional duty in Pacific Area, to all overseas areas.

No. 169—Announces appointment to next higher rank, to rank from 1 Sept. 1944, of those ensigns and lieutenants (junior grade) of the line on the active list of the regular Navy, whose dates of rank as such are within the period 2 June 1943 to 30 June 1943 inclusive, and those ensigns and lieutenants (junior grade) of the line on the active list of the regular Navy, whose dates of rank as such are within the period 2 June 1943 to 30 June 1943 inclusive (see page 69).

No. 170—Announces appointment to chief warrant rank for temporary service, to rank from 1 Sept. 1944, of those warrant officers on the active list of the regular Navy whose dates of rank as such are within the period 2 June 1943 to 30 June 1943 inclusive and those warrant officers of the Naval Reserve whose continuous active duty in their respective ranks began within the period 2 June 1943 to 30 June 1943 inclusive.

No. 171—Calls for applications from officers of the line and staff corps, including the medical corps, for appointment to the school of military government for intensive training with eventual assignment to foreign duty as civil affairs officers in occupied areas. Courses, convening monthly, will be approximately 90 days in length with training focused primarily on Far East. Desirable that all applicants have previous administrative experience of a nature to qualify them for responsible civil affairs posts in city underdeveloped, war-time administration, labor, transportation, shipping, agriculture, mining, fisheries, public accounting, finance, utilities, public health, commodities control, prices and rationing, manufacture and trade. Applications are desired until further notice, and should be submitted to BuPers via AFSC.

No. 172—Announces that naval personnel who are casualties in naval hospitals outside the U. S. may be permitted to telephone calls to persons in the U. S. in the discretion of the CO and censor at the hospital, wherever located.

No. 173—Benefit of naval Marine Corps and Coast Guard personnel returning from overseas duty, provides that commandants in whose districts such personnel land may endorse their travel orders to authorize travel by private automobile where warranted. Effective immediately.

No. 174—Announces appointment to commander, for temporary service, with varying dates of rank, of certain lieutenant commanders on the active list of the regular Navy.

No. 175—Announces that Navy Department may now defray expenses of emergency medical and hospital treatment for enlisted personnel of Navy and Marine Corps, provided from civilian sources while on leave or liberty, where it is impracticable to obtain treatment from naval or other Government facilities, retroactive to 28 April 1942, by decision of Assistant Controller General.

No. 176—Directs COs to take steps necessary to ensure that cigarettes or other items donated by private concerns are not sold by ship's stores or ship's service stores.

No. 177—Announces appointment (by name) to commander, for temporary service, of certain lieutenant commanders of the retired list of the regular Navy and Naval Reserve, to rank from 27 Aug. 1945.

No. 178—Announces appointment (by name) to lieutenant commander, for temporary service, of certain lieutenants of the retired list of the regular Navy and Naval Reserve, to rank from 3 Aug. 1944.

No. 179—Authorizes authority to award the commendation ribbon to all fleet commanders of the rank of vice admiral or above, effective 13 Sept. 1944. Wearing of ribbon is NOT authorized for commissioned officers other than a commander-in-chief, issued prior to this date. Delegated authority is not extended to petty-boat commanders or other flag officers not fleet commanders.

No. 180—Announces recent ruling of Bureau of Internal Revenue holding that cost of all items of uniform equipment, including gold lace, chin straps and gilt and silver devices on caps, and gold lace, shoulder marks, and corps and rank devices on uniforms is deductible as business expense for Federal income tax purposes. This includes cost of altering equipment on uniforms subsequent to purchase or demobilization.

No. 181—Provides that personnel are not entitled to the percentage pay increase for sea or foreign duty while on duty (1) suspended or otherwise removed from duty by reason of a处分 which results in conviction by general or summary court martial or (2) confined in a brig or prison pursuant to sentence of general or summary court martial. Where trial does not result in conviction, retroactive credit of percentage increase will be made.

Four Navy-Marine Units Recognized by Army For Philippine Service

Personnel of four units of the Navy and Marine Corps are eligible for one oak leaf cluster to be worn upon the Army Distinguished Unit Badge authorized for service in defense of the Philippines on and after 7 Dec. 1941. These units, recognized by the Army as a Distinguished unit, are the U. S. S. Marion, Kearsarge, and the U. S. S. Shangri-La, which were present at the Battle of the Philippine Sea between 14 March and 9 April 1942, are the U. S. S. Marion, Kearsarge, and Shangri-La. These units are eligible for the Army Distinguished Unit Badge with Oak Leaf Cluster.

The cluster is authorized by War Department General Order No. 21, 31 April 1942. For details, see BuPers Circular 259-44 (N.D.), 21 Aug. 1944, 44-1004).

Award of the Distinguished Unit Badge to naval personnel who served in the Philippines provided in W. D. G. O. No. 22, 30 April 1942, was reported in the INFORMATION BULLETIN, August 1944, p. 71.
Issuance of Air Travel
Priorities to and from
Latin America Clarified

The rules for the issuance of Class 4 priorities to naval personnel traveling on leave by commercial air lines to or from points in Mexico, Puerto Rico and other Caribbean, Central and South American areas are clarified by BuPers Ctr. 272-44, (N.D.B., 15 Sept. 1944, 44-1078).

Class 4 priorities may be issued to personnel on leave stationed within the United States who wish to travel to and from their homes outside the United States; (2) personnel on leave stationed outside the continental limits of the United States for travel to the United States and return to their stations.

A Priorities are not issued to personnel who wish to visit Latin America while on leave, if their homes are not located there. The priorities are good only between points wholly and side the United States, or to and from the first port of landing within the continental limits of the United States.

Establish Rating of
Aviation Boatswain's Mate

The rating of aviation boatswain’s mate (ABM), aviation branch, with four accompanying designators covering various duties of the rating, has been established.

The designators and the qualifications they cover are:
(AG)—qualified in the operation and maintenance of arresting gear and barriers.
(CP)—qualified in the operation and maintenance of catapults.
(GA)—qualified in handling and operating gasoline storage, aircraft fueling system and aircraft fire protection equipment.
(PH)—qualified in beaching, launching, handling and securing of patrol aircraft, and in the handling, direction, spotting and towing of aircraft on carriers.

Separate qualifications will be published later for each of the four categories. No man will be changed or advanced to ABM unless one of the four designators is applicable and one of the designators shall always be used integrally with the rating. Effective upon receipt of qualifications and establishment of complements, qualified non-rated personnel may be advanced to ABM in accordance with current advancement instructions. COs may change POs in any rating to ABM of equal pay grade to fill vacancies in complement.

The insignia of the new rating will be announced later. Meanwhile, men rated ABM, will continue to wear the insignia of their previous rating.

For details, see BuPers Ctr. Ltr. 268-44 (N.D.B., 15 Sept. 1944, 44-1078).

A 1944 edition of Instruction Manual for Personnel Engaged in the Operation and Upkeep of Gyro Compasses, Navy Training Course, Navpers 10066, is now available from the Training Activity, Bureau of Naval Personnel; Director of Training, 11th Naval District, San Diego, Calif.; and Director of Training, 14th Naval District, Navy 128, FPO, San Francisco, Calif. Commanding officers or training officers of naval activities should address requests for this manual, which replaces the 1941 edition of Gyro-Compasses, to one of the above activities.

A new Officers’ Correspondence Course, International Law, will be made available in the next month. Any officer desiring to take the course should forward a request for enrollment to one of the four Naval Reserve Educational Centers. Procedures for obtaining these courses were outlined on page 71 of the September 1944 issue of the INFORMATION BULLETIN. This course, in six assignments, covers the basic principles of international law in peace and in war, with their development and historical background.

It stresses the present policy of the United States Government on international aspects of maritime and aerial warfare, as stated in Instructions for the Navy of the United States Governing Maritime and Aerial Warfare. Supplementary study material, prepared especially for this course, outlines inter-allied agreements concluded during the present war having to do with jurisdictional rights of our armed forces in the territory of our allies. Reference material includes: International Law, Wilson and Tucker, 9th Edition; Instructions for the Navy of the United States Governing Maritime and Aerial Warfare, May 1941; Jurisdiction over Friendly Foreign Military and Naval Personnel and Establishments.

Information Bulletin Now Available
To Interested Civilian or Military Personnel on a Subscription Basis

The Bureau of Naval Personnel INFORMATION BULLETIN now may be obtained by any interested civilian or military personnel by writing to the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

Copies may be ordered either singly or by yearly subscription. The rate for single copies is 15 cents each; annual subscription (12 monthly issues) is $1.50, domestic rate, which includes personnel having Fleet Post Office (or APO) addresses. Foreign rate is $2.25 per year.

The new procedure does not affect in any way the present free distribution of the INFORMATION BULLETIN on a basis of one copy for every 10 officers and enlisted personnel in the Navy. (See page 72.) But in response to many requests for personal copies from naval personnel, their families, friends and others interested in them, the Navy and the Superintendent of Documents have made the above arrangements for public sale so that copies will be available to any who wish them.
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Air battles in Pacific recalled by Navy airman, Block Island Station, Rhode Island, November 1943 [Navy photograph]...

INSIDE FRONT COVER: Marines unload oil drums from a tank lighter and roll them through the surf to the beach on Tinian Island. Offshore stands part of the fleet invasion armada that brought the men who quickly crushed Jap resistance on this Marianas Island near Saipan. (Official U.S. Coast Guard photograph.)

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPac Circular Letter No. 162-43 (appearing as 13-1942 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to ensure that all hands have quick and convenient access to the Bureau's INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of the one copy for each two officers and enlisted personnel to accomplish the directive.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies received is 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 such activities will make further distribution as necessary where special circumstances warrant sending direct to sub-activities. The Bureau should be informed.

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

FOR PERSONAL COPIES, SEE PAGE 1.
Sure, you can see the Skipper

but

MAYBE IT WON'T BE NECESSARY IF YOU TRY THIS SYSTEM FIRST:

CHIEF PETTY OFFICER
See your Division Chief Petty Officer first if you have any problem. Perhaps he can solve it to your satisfaction. If not — with his permission, then.

DIVISION OFFICER
...perhaps your Division Officer can help you in your quest, whether leave, change of duty, welfare money, etc. If you are not satisfied, then, with his permission...

PERSONNEL OFFICER
...you can see the Personnel Officer. In 99 out of 100 cases it won't be necessary to go farther for help. BUT if you are still not satisfied, with his permission...

EXECUTIVE OFFICER
...you can see the Executive Officer. The chances are you will be satisfied by now, but if you are not, with the Exec's permission you can now...

CAPTAIN
...see the Captain. Few do — NOT because the Skipper won't see you (he will) but because, if you follow the procedure above, your problem will probably have been solved long before this!

P.S.

ZILCH, $2c
Better not count on Zilch, $2c, solving your problem. He probably doesn't know any more about it than you do!