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PASS THIS COPY ALONG
IT IS FOR 10 READERS
WE RETURN TO THE PHILIPPINES

2 Fleets Aid in Landings by Gen. MacArthur's Forces ... Enemy Warships Flece as U. S. Carrier Planes Take Record Toll in Sweeps Near Japan

Forces of the Central and Southwest Pacific areas teamed up last month to carry the American flag back to the Philippines in a major amphibious operation that set the stage for avenging Bataan and Corregidor and placed us in position to cut off Japan from much of her stolen empire.

Six hundred ships were used in the operation, according to press dispatches, which reported also that more men were believed to have been put ashore in the first 24 hours than were landed by the Allies during the first day in Normandy. That would mean at least 250,000 troops.

The assault was made on 20 October (Philippines time) against Leyte, eighth largest of the 7,000 islands in the archipelago, strategically located between Mindanao to the south and Luzon to the north, where the main enemy forces were believed to be concentrated. It was preceded by the landing of combat teams, beginning three days before, on smaller islands commanding the approaches.

Newsmen related that Gen. Douglas MacArthur, who commanded the operation, observed the landing from the USS Nashville. As the INFORMATION BULLETIN went to press, dispatches had not yet revealed the specific part played by the naval forces under his general command.

These naval forces were identified in General MacArthur's first communiqué from the Philippines as the U. S. 7th Fleet, the Australian squadron and supporting elements of the U. S. 3d Fleet. Troops in the operation, the communiqué announced, comprised elements of the U. S. 6th Army, to which were attached units from the Central Pacific with supporting elements. Air support was given by Navy carrier forces, the Far East Air Force and the Royal Australian Air Force.

Surface units of the Navy had begun their part in softening the Philippines for invasion more than a month earlier with the first of a series of devastating sweeps by carrier planes of the 3d Fleet over the islands and against Jap shipping, military installations, industrial facilities and aircraft staging bases to the north.

Following two such strikes against the Philippines in September, swarms of Hellcats, Avengers and Helldivers struck daringly close to Japan itself on 9 October with raids on harbors, airfields and other enemy shore installations in the Ryukyu Islands. At least 89 Jap planes were destroyed and 58 ships sunk or damaged.

Two days later our airmen were strafing and bombing targets on Formosa. A week of such raids, plus new sweeps over the northern Philippines, cost the enemy 815 planes, 128 ships sunk and 184 ships probably sunk or damaged, in addition to destruction of airfields, docks, oil dumps, warehouses, aircraft repair facilities, industrial establishments and other installations.

The attacks were made from units of the 3d Fleet, commanded by Admiral W. F. Halsey, Jr., USN, with Vice Admiral Marc Mitscher, USN (picture on page 59), in command of the fast carrier task force.

(General MacArthur identified other U. S. naval leaders in the Philippines operation as Vice Admiral Thomas C. Kinkaid, USN, commander of the 7th Fleet, and Vice Admiral Theodore S. Wilkinson, USN, and Rear Admiral Daniel C. Barbey, USN, commanders of the amphibious operations.)

TARGET: Air view shows Tacloban, capital of Leyte, taken in first two days of invasion.
During their carrier-force attacks, which also extended to the nearby Pescadores, the Army's B-29 Superfortresses in the largest numbers employed up to then joined in battering Formosa with three raids in four days, while other U. S. planes from China took a heavy toll of enemy shipping which had fled to Hong Kong.

Japan’s air force, despite its heavy losses, struck back in strength at our ships with persistent torpedo and bomb attacks which were accompanied on the Tokyo radio with claims of "brilliant victories" that had perturbed what part of Admiral Halsey's fleet had not been sunk. The Japs doped out that this would postpone invasion of the Philippines at least two months.

After a lot of such talk from Tokyo, Admiral Nimitz announced that there had been no damage of consequence to our battleships or carriers; two of our medium-sized ships had been hit by aircraft torpedoes and were retiring.

Japanese fleet units were sighted approaching, he said, "but on discovering our fighting strength unimpaired have avoided action and have withdrawn to their bases."

To reporters he added:

"I have received from Admiral Halsey the comforting assurance that he is now retiring toward the enemy, following the salvage of all the 3d Fleet ships recently reported sunk by Radio Tokyo."

As General MacArthur's invasion forces approached the Philippines, planes from Admiral Halsey’s carriers worked down from Formosa to Luzon and then to the central islands, where they supported the landing with attacks on Leyte, Cebu and Negros. These raids raised their score of Jap planes, beginning with the Ryukyus spear, to more than 1,400 in 11 days.

The landing on Leyte, General MacArthur said, was preceded by devastating naval and air bombardment. Press dispatches told how U. S. battleships joined in the shelling as mine sweepers cleared channels for the armada and demolition units removed obstacles ahead of the landing craft.

Although casualties were described as light and enemy resistance sorcery, what it represented, partly as a result of the pre-invasion carrier strikes, there was bitter opposition to the landing at some points. A newsman described the action at one of these:

"Four landing ships sank and several smaller craft about us were smothered by Jap shore guns and mortars. We moved the last 500 yards toward the beach aboard Higgins boats in a rain of shrapnel and machine gun bullets. When, after eternal minutes, we could land, we hit the sand and had to plow through waist-deep water through geyers thrown up by very near misses. Until mid-afternoon, the ships unloaded doggedly under enemy fire... At long last the struggling soldiers dragged our own artillery ashore and began answering the Japanese."

Once ashore, the troops quickly widened their beachheads and moved inland. Tacloban, capital of Leyte, was occupied within two days, as were two nearby airfields. As supplies continued to pile up, work went forward on "a great base for all arms for future operations" against an estimated 225,000 Japanese on the islands.

Among those, and on Leyte, was the Japanese 15th Division, described by General MacArthur as "the outfit that did the dirty work at Batan."

In the forces he had brought to square accounts with them were all the available able-bodied American survivors of our defeat there in the black early months of the war.

With the American forces, too, was Filipino President Sergio Osmeña and Brig. Gen. Carlos Romulos, resident Commissioner of the Philippines. They would head the civil government set up for the 17,000,000 inhabitants of the islands as fast as they were freed from Jap slavery.

For General MacArthur the beginning of operations to liberate the Philippines meant fulfillment of the promise to return which he had made when he was ordered from there, a few steps ahead of the invading Japs, in March 1942. The landing on Leyte meant an advance for his forces of 2,500 miles in 16 months from Milne Bay, on the southeast tip of New Guinea. Central Pacific elements participating in the operation were some 3,000 miles beyond the Gilberts, where Admiral Nimitz’s forces had begun their great push to the west just a year ago this month.
Prospects in the Pacific:

Jap Defeat to Take at Least 1½ Years, Experts Say, After Victory in Europe

- It will take an absolute minimum of one and a half to two years after the defeat of Germany to defeat Japan.
- No internal collapse of Japan is expected; and even if it should occur, it would not give the Allies a quick or easy victory.

Those are the conclusions drawn by the Office of War Information in a recent report based on facts, figures, estimates and opinions of authorities in the Navy, War and State Departments and the Foreign Economic Administration.

There is no question in the minds of American authorities that the Allies will defeat Japan. The odds of military strength, natural resources, and the quality of the fighting forces and equipment—all favor the United Nations. The U. S. alone outclasses Japan in raw materials, in the capacity to produce fighting equipment, in the military might of her warships and naval materiel, and in her armed manpower. Add the forces of other United Nations, and the moldered power of the Allies is overwhelming.

Following are some specific examples of the strategic advantages favoring the Allies:

1. Allied war production is overwhelming. The U. S. alone produces 8,900 combat planes a month as contrasted with Japan's estimated production of 1,400 or 1,500 a month.
2. Our Pacific commanders assert that Japan has lost the power for a strategic offensive beyond the range of her land-based planes. This is due to U. S. supremacy in carriers, and to the sinking of many of the lighter screening units of Japan's fleet. Not eliminated, however, is the possibility of sporadic raids by the Japanese on our West Coast.
3. Japan's merchant shipping, never adequate to the demands of a conquered Pacific empire, has been steadily reduced by naval, aerial and submarine action. Sinkings have averaged 1,500,000 tons a year, and it is estimated that Japan has not even yet pushed her ship construction to 1,000,000 tons a year.
4. Japan's industrial production has been hampered by B-29 bombings, a definite advance in the warfare against Japan.
5. "Island-skipping" has neutralized about 50 major bases on the fringes of Japan's outer zone of defense, and the victories at Guam, Saipan and Tinian have brought Allied forces within striking distance of the inner defense zone of Japan itself, which extends more than 1,000 miles from the home islands.
6. Allied forces now are established where another giant stride to the west, if successful, would place the Navy and land-based planes in a position to clamp a stranglehold on the north-south arteries of Japan's supply routes, and thus begin the blockade of the islands. One such stride would be the conquest of the Philippine Islands (see page 2).

7. In Burma, a successful issue of the battle of supply routes will open the Ledo-Burma road into China.

8. The tactical ability of Japanese generals has not yet been probed, since there has been as yet of no modern full dress warfare on land masses in the form of a pattern and no battles of armor involving more than a comparatively few tanks on either side. The Allies, on the other hand, have military leaders of proven ability in full-scale battles of maneuver.

9. At sea the Japanese have been outfought and outmaneuvered. In the air they have lost any superiority they ever enjoyed to our one. On land Japanese soldiers have been beaten in every test of strength by the Allies since they went over to the offensive.

10. Japan has failed to capitalize fully on her conquests. Primarily, the measure of Japan's war production is the capacity of its pre-Pearl Harbor industrial plant rather than its conquered raw material resources.

On the other hand, there are a number of considerations that favor the Japanese and point toward a prolongation of the war. Psychologically, the defeat of Germany may even heighten Japan's determination and fighting spirit, and at the same time may reduce the effort of the Allies.

The Japanese are expecting the Allies to grow tired and accept a negotiated peace. Japanese war leaders have repeatedly predicted that Japan will drag out the war so long, make the Allies pay so dearly, that the "soft" democracies will be forced into a stalemate.

Following are some of the factors on Japan's side as listed in the OWI report:

1. An appraisal of Japan's war economy by the FEA concluded that Japan is capable of increasing her production in almost every category of war equipment and military supplies.

2. Geography fights on the side of the Japanese. Before the Allied might can be brought to bear, it must be based within striking distance of Japan's home islands. Our present new bases in the Marianas are 1,500 statute miles from her shores.

3. Before major invasions can be launched, a tremendous shipping problem must be solved. The conclusion of the European war will release a large part of the shipping now being used in that theater, but several months may be required before this shipping can become effective in the Pacific.

4. Present the war in China is all in Japan's favor. Instead of securing additional advanced bases from which to strike at Japan from the rear, the Allies have lost several in China within recent months.
5. Despite losses in China and on Pacific islands, Japan's army has not yet been mustered to its full strength. Estimates are that she has an army of 4,000,000 men, 2,000,000 more available and fit for military service who haven't been called up, and another 1,500,000 between the ages of 17 and 20, not yet subject to the draft. Between 200,000 and 250,000 men come of age annually as replacements.

6. Japan's industries are beyond the range of air attack, except by our B-29s, and will remain so until the Allies establish bases within 500 to 600 miles of her shores.

7. Japan has many strategic supplies on the home islands, in nearby Korea and Manchuria. The Army has estimated that she also has stockpiled large quantities of raw materials—enough rubber, for instance, for five years or more of war.

8. Despite our aerial victories and the high ratio of Jap planes destroyed to our own losses, it is estimated that the Japanese are currently able to produce planes as rapidly as we destroy them, and probably can even increase this production slightly. They can now mass their air power in a narrowing theater of action. Secretary of the Navy Forrestal recently pointed out that Jap planes now have greater fire power, armament, range, speed and load capacity; that aircraft of the U.S. Navy do not any longer have so big a technical advantage over enemy planes.

9. Japan has a powerful fleet, which includes from 10 to 13 battleships, from 10 to 12 large carriers and several smaller carriers, plus reduced numbers of smaller screening war vessels. Allied navies in the Pacific must operate only in large forces, lest smaller forces be trapped and destroyed by the Japanese fleet.

10. Japan operates on interior lines of supply. The farther she is crowded back toward her home islands, the greater her logistical advantage becomes, and the more nearly adequate her merchant fleet. Our supply line to Japan is nearly three times as long as the supply line to Europe. It took well over two years to accumulate the tremendous matériel surplus used in the invasion of France.

11. Japan's production of food on the home islands, plus North China, Korea and Manchuria is calculated to be sufficient to maintain the population on a minimum basis.

12. Japan retains all her major conquests except New Guinea, and the Allies still are not in a position to attack her supply routes along the China coast except with submarines. If she is successful in cutting China in two, the strain on her shipping may be somewhat relieved by a possible overland route in China.

13. Even though the Ledo-Burma road be opened, this thin line weaves through mountain masses for 1,500 miles from its India terminus to Chungking. It is doubtful if this route can carry more than the amount of supplies now flown “over the hump.”

President Roosevelt, in his enunciation of the strategic problem of conquering Japan, has announced that she would be attacked from all sides. To attain this objective, the Allied strategy has been to open safe ocean routes to China as soon as possible and to establish China as a base for the final assault on Japan.

The immense distances of the Pacific war generate serious problems of logistics, which is defined by Maj. Gen. W. D. Styer of the Army Service Forces as “the science of getting the right number of men to the right place with the right equipment at the right time.”

An invasion of China might be compared with the invasion of North Africa, in which 500 ships were used. They cleared from dozens of ports in the U.S. and the United Kingdom and covered distances of from 1,500 to 4,050 sea miles. In invasion, from 5 to 10 tons of cargo, equipment, supplies, etc., must be landed for every soldier who hits the beach. These supplies include 700,000 different items, from buttons, needles and thread, to tanks, planes and railway locomotives.

The supplies needed for an invasion force of 250,000 men and to maintain this force for a period of 30 days would total about 1,889,000 tons. For the initial landing alone, it would require 200,000 tons of weaponry, food, matériel, 325,000 tons of combat vehicles, 325,000 tons of general-purpose vehicles, 200,000 tons of engineering equipment, 100,000 tons of medical equipment.

A ship carrying supplies to Australia requires 90 to 150 days for a round trip, which means that from four to six ships must be kept in service to supply one shipload a month in Australia. A supply ship running to the China-Burma-India ports takes five months for a round trip.

Admiral Chester W. Nimitz, usn, commander-in-chief of the Pacific Fleet, has said: “It may be possible to defeat Japan without the necessity of an invasion.” There is no question that Japan is vulnerable to blockade-starvation, both in food and strategic materials, as is the United Kingdom or any other insular nation. The length of time required to succeed by this method would depend upon the efficiency of the blockade and the size of Japan’s stockpiles.

Japan’s war economy is based on access primarily to North China, Korea and Manchuria on the mainland across the Sea of Japan, which varies from straits of 150 miles to the wider reaches of 500 miles. This is a landlocked sea, everywhere accessible to patrol by land-based aviation of Japan. Also, Japan has had more than two years in which to stockpile strategic materials. They are estimated to be enough to support a war of considerable duration.

The Japanese have been rationed on food since 1940, but experts do not believe that a scurvy will develop as rapidly as shortages of some war materials. Rice supplies fully half of the calorie intake of the Japanese, while beans and fish, in that order, supply the other two main staples of diet. Japan raises 80% of the rice consumed, and the remainder comes principally from Korea and Formosa.

Whether Japan falls from combined assaults from the air, the east, west, north and south, or from a blockade— one fact stands out. Her defeat will not be easy or speedy.
In football it's the ball-carriers who win the glory.

In the Pacific war the battleships and flat-tops have been in the limelight as they lug the ball ever nearer Tokyo. But much of the credit for their ground-gaining must go to those anonymous guards and tackles—the vessels of the "A" fleet.

Without its floating service stations and machine shops the Navy would not have been able to make those lightning thrusts which have carried the war to Japan's doorstep. Our task force could not, for example, have accomplished that 8,000-mile rampage from Pearl Harbor when it helped capture Kwajalein, pasted Truk and shelled Guam, before returning 3,825 miles to Pearl Harbor.

Under the old conception of naval warfare Japan thought she was secure from our attacks as long as she held every land base within striking distance of Tokyo. By seizing the Philippines, Guam, the East Indies and all the other islands between her homeland and Australia, Japan probably figured that it would take years for us to establish bases close enough to threaten her vital areas; that, meantime, development of conquered territory would have made her too strong to lick.

For in previous wars it was unheard of for a fleet to strike more than a thousand miles or so from its base. Task forces, in the sense in which they operate now, were unknown until World War II; and even when they were developed, the Japs assumed that they would have to return to base for refueling after a strike.

Our Navy solved the problem by putting hulls under service stations and supply and ammunition depots, and taking them to sea with the fleet. Today the Navy can assemble a floating advance base at any point in any ocean. There is absolutely no limit to our fleet's striking range.

From its train of auxiliary ships a task force can obtain fuel oil, ammunition, spare parts, food, fresh water—anything from a piece of sheet metal to a sirloin steak. Any damaged ship that still floats can be repaired sufficiently to make port. A floating advance base can do anything except dock a ship—and the chances are there's a floating drydock not very far away that can handle the largest battleship.

A recent personal letter from an officer on one of our carriers stated: "Before a recent operation we were anchored in an atoll with a concentration of auxiliaries. Almost as far as the eye could see—nothing but ships, with no daylight whatever between the hulls."

In the early days of the war, when
OUR ROVING ADVANCE BASES

the Navy’s auxiliary shipbuilding program was barely under way, a destroyer operated for 140 days in the Pacific without dropping her hook. When her supply of cigarettes ran out, an officer that was refueling her gave the DD crew all the cigarettes on board and her own men went without until they reached port several days later. In another case, a task force protected Guadalcanal for 60 days without touching land.

As naval warfare has changed, new types of auxiliaries have been added to the fleet to meet the new requirements. At the latest count, 36 types of auxiliary ships had been announced, 17 of these having been developed since the war started. All the new auxiliaries are much faster than those of pre-war vintage.

The newest type of auxiliary is the distilling ship (for water, not alcohol). Most warships can distill enough fresh water for their own use, but small patrol vessels must depend upon advance bases or larger ships for their water. Since most of the atolls we have been taking in the Pacific do not have fresh water, these distilling ships will be floating reservoirs for occupation forces and small craft.

Four distilling ships are on the present building program, one having been completed and the second scheduled for early completion. The first two are converted Liberty oilers with a distilling capacity of 120,000 gallons a day and a stowage capacity of 1,689,000 gallons. The latter two will have the same distilling capacity, but will be able to stow 5,040,000 gallons.

One oldtime merchant marine skipper who now commands a Navy tanker asked, after using pure distilled water, if BuShips couldn’t furnish some salt for the water. His men, he complained, were not thriving on water containing no minerals. BuShips tactfully replied that no one can become ill from drinking pure water.

The Navy had repair ships before the war, but now it has six different kinds of repair ships. Previously, repair ships were designed primarily for patching up battleships and cruisers, while destroyer and submarine tenders took care of repair work on their types, replenished them with torpedoes and ammunition, supplied small stores and spare parts.

Today the Navy has a heavy-hull repair ship, a battle-damage repair ship (converted LST) with a shallow draft and diving equipment, an internal combustion engine repair ship, a landing craft repair ship, a motor torpedo boat tender and an aircraft repair ship.

Ships of this type virtually are floating machine shops fitted out with equipment, tools and spare parts to meet any emergency. All carry equipment for underwater cutting and welding. They can do almost anything a navy yard can do except dock a vessel.

Another innovation is the barracks ship. It is a huge floating hotel which furnishes food, housing and fresh water for personnel working in repair ships. In peacetime the crew of a repair ship slept among the lathes and drill presses after the day’s work was finished. Now the machinery may be used 24 hours a day. Besides, more men are required for the extra shifts. The barracks ship was the answer to this problem.

Before the war the Navy had a few tugs; now it has four distinct types of seagoing tugs—auxiliary, fleet, rescue and the old, or prewar, model. All of these ocean-going tugs have been equipped for fire-fighting and salvage. There are instances on record where burning merchant ships carrying gasoline or ammunition, abandoned by their crews, have been salvaged and returned to use through

Cross Section of the ‘A’ Fleet

ARS: Salvage vessel.
APH: Transport for wounded.
AF: Provision storeship.
ATF: Ocean tug, fleet.
AE: Ammunition ship.
AS: Submarine tender.
Our enemy, geography: Approximate locations of points included in the table above are shown on map at right.
off with impunity. Some time ago a message was received from an oiler in the Pacific: “Being attacked by 10 Jap planes.” This was followed a short time later with the terse message: “OK.” A third message announced: “Ten more planes attacking.” Within a few minutes a final message reported: “OK.” A later report revealed that during the course of the action the oiler had been hit and set ablaze but had been saved by the action of her own crew, which fought off the bombing attacks and put out the fire.

Even though auxiliaries are well armed and able to protect themselves under all circumstances, they do not invite attack and usually remain well in the rear when accompanying a task force. After a task group has struck, it meets the train at some prearranged rendezvous for refueling and repair of battle damages.

Use of floating drydocks has been emphasized as our naval front moves farther and farther away from Pearl Harbor. At advance bases we now have drydocks that were towed across the Pacific, section by section. Some of the larger ones can drydock the largest battleship in the world. Their availability near the front enables warships to operate with time out only for major overhauls at navy yards.

We also have submarine rescue vessels (ASR), designed and equipped primarily to rescue crews of disabled subs in waters up to 300 feet in depth. Special salvage gear, including diving outfits, decompression chambers, compressed air supplies and rescue chambers are carried on board for use in rescuing personnel from distressed submarines. They are distinct from salvage vessels, which are equipped for diving operations in water up to 60 feet deep. The latter perform all types of salvage, from refloating sunken or stranded vessels to clearing wrecked harbors.

In order that men in the fleet and at advanced bases may have fresh vegetables, fruit and meat, special refrigerated ships have been added to the “A fleet.”

The auxiliary fleet has increased more than doubled between January 1944 and January 1945. On 1 Jan. 1941 the Navy had 85 auxiliaries in operation; today it has approximately 800. Present plans call for 1,630 auxiliaries early in 1945—a fleet totaling well over 10,000,000 tons full-load displacement.

Most of the auxiliary craft have been built by the U.S. Maritime Commission as commercial vessels and have been converted for special needs of the Navy under the direction of BuShips. The C-S type, one of the largest and speediest of the commission’s cargo vessels for both cargo and passengers, has been converted to many Navy uses. Even larger are the twin-screw passenger ships, designed for postwar passenger use, which have been redesigned as troop transports.

Our auxiliary fleet, which makes up 29% of the total tonnage in the U.S. fleet, constantly is undergoing changes to keep pace with changing needs. A year ago the emphasis was on the landing craft for amphibious operations. Today the need is for attack transports and cargo ships, and for oilers and tankers to fuel our far-ranging fighting ships. As the war progresses and new strategies are mapped out, naval architects and marine engineers are always ready with new-type auxiliaries to meet the requirements of our mobile fleet.
WASHDAY: Crewmen swab deck under big guns of the Iowa, fourth U.S. ship of that name.

CLEAVING the Pacific, the 45,000-ton USS Iowa resembles head of an arrow when seen from the bridge.

ANTIAIRCRAFT: Gunners in foreground load clips into 40-mm. quads. Beyond, at left, is a 20-mm. gun.
MACHINE SHOP has necessary mechanical equipment to make all except major repairs to ship.

FIREPOWER: Mighty 16-inch guns hammer at distant target in preparation for strike in the Pacific.

FIGHTING TRIM: Calisthenics on deck of the Iowa keep muscles in tone for the battles to come.

BOW-ON VIEW of the "Big I" gives indication of her slim, deadly lines.
They Like It Rugged

Men of the Splinter Fleet Know Only 2 Kinds of Quarters: Small—and General!

WHENEVER sailors congregate, from Cherbourg to Saipan, and debate which type of duty in the Navy is the most rugged, the boys of the Southwest Pacific "splinter fleet" will have plenty of arguments to support the case for their branch of the service.

Their little SCs, PCs and YMSs—all small vessels with limited facilities—seldom make the headlines, but many a Jap plane and sub has felt their sting. Far out on the fringe of the Pacific war zone, they are in there pitching when we make an amphibious assault. After the beachhead has been secured they take over the duty of escorting the ships supplying the new base. And when the Jap planes have been chased out of the area and things quiet down, the splinter fleet moves on to another advanced area—to repeat the performance.

Typical of the vessels of the escort and minecraft squadrons, serving day in and day out to keep our forces leap-frogging toward Japan, is the SC 699. Known as the "Shootin' 699," she participated in 11 amphibious operations in the Southwest Pacific in 11 months, with never a breather, or a trip south of Milne Bay, in all that time. Her skipper was Lt. (jg) James W. Foristel, USNR, who gave up a St. Louis law practice for a crack at the Nipponese.

In the landing at Arawe, New Britain, in December 1943, the Shootin' 699, already a combat veteran with several enemy planes to her credit, gave the Japs a dazzling exhibition of broken-field running as she came in under their shore batteries and rescued from the water 71 men who had been shot out of rubber landing boats. For this daring exploit Lieutenant Foristel received the Silver Star Medal.

His citation from Vice Admiral Thomas C. Kinkaid, USN, commander of the 7th Fleet, stated that he "daringly and skillfully carried out sea rescue operations within known gun range of a Japanese shore battery, thereby saving the lives of many of the wounded." The citation told how the 699 was strafed by six enemy fighter planes, but shot one down and forced the others to turn away.

Later at Biak, in the Schouten Islands, the 699 proved that she could take it, as well as dish it out. Just as a beachhead had been established, five Jap planes dove out of the sun. Three vanished in the confusion of shore and destroyer ack-ack. One of the remaining planes, ablaze from jabs of the little SC's 40-mm. gun, fell into a steep spiral, just cleared the bridge of a destroyer, struck the water with its left wing and catapulted into the speeding 699.

When the confusion had subsided, it was found that a twin-motored Jap plane was plastered all over the little sub-chaser, one motor being actually imbedded in the hull. Wreckage of the plane was thrown overboard from the quivering, blazing SC. With two of her crew dead, others severely burned or injured and her skipper and several of the crew thrown into the water by the impact, the executive officer, Lt. (jg) Orville A. Wahrenbrock, USNR, of San Diego, Calif., led the remainder of the crew in fighting the fire and...
The engineer and gunnery officer, Lt. (Jg) Henry G. Reents, USNR, of Weed, Calif., although injured himself, was aiding other injured men in the water.

Finally, with the help of other ships in the force, the fire was extinguished and the 699 was towed back to a repair base. There the crew enjoyed their first holiday in 11 months while the 699 was being patched up. Soon she will be back in the lineup.

Life on a small craft is no bed of roses. The crew of 25 or so live in cramped, sometimes stuffy quarters with few facilities for recreation or opportunities for shore leave. Like a woman's work, the splinter fleet's job is never done: Combat operations consist of successive actions, with time out between rounds, but escort operations go on 365 days in the year. When an escort vessel is laid up for an overhaul, her crew seldom get ashore and relax; they have to do much of the repair work themselves. Larger ships may get back to Australia occasionally, but small craft can't be spared for that long journey; not only are they too busy but, because of their slower speed, couldn't make the trip so quickly as larger ships.

Some of our older Pacific bases have fine athletic fields, good movies and rest camps, but the splinter fleet usually operates too far forward to enjoy these luxuries. Listening to the radio is about the only recreation their crews can count on. Even a bath in fresh water is a luxury, because these small vessels do not have evaporators and must depend upon larger ships or advance bases for water supply.

Nearly all the officers and men who make up the crews are reservists who were trained at the Sub Chaser Training Center, Miami, Fla. Many of them never saw salt water before they joined the Navy. Few are over 35 years of age, because this type of duty is definitely a young man's work. But the young men who are doing it wouldn't trade their duty for any other in the Navy.

Many a small-craft skipper has added gray hairs from the strain of trying to avoid treacherous shoals and coral reefs. Even with the most painstaking navigation a vessel may run aground or rip a hole in her hull. The waters where they operate are among the most poorly charted in the world.

Typical of the splinter fleet's routine escort missions were three trips made by the SC 743 to Arawe in December 1943 while escorting landing craft engaged in resupply of the new base. Enemy planes attacked the convoys seven times, each time while the landing craft were unloading and highly vulnerable to dive-bombing attacks.

In two of the seven attacks the 743 was not a direct target herself and was able to fire at the planes over the other vessels. In the other five attacks she was too busy repelling planes near her to furnish much protection for other ships. For “heroic and meritorious services” on one occasion her CO, Lt. William W. Robinson, USNR, was awarded the Bronze Star Medal.

Jap divebombers had learned to take advantage of the opportunities for strafing and bombing attacks during unloading operations. Weary gunners on the escort ships hopefully scanned the skies for friendly fighter planes to help them drive away the Japs. But for the Nips' exceedingly inaccurate divebombing, probably due to the intense ack-ack fire of all ships, many more of our vessels might have been sunk or damaged.

As it was, our losses during these three trips were one coastal transport sunk, another seriously damaged, and a coastal transport, a submarine tender and the SC 743 put out of action by minor damage.

Two men aboard the 743 were killed, one was seriously wounded, two were slightly wounded and four others were knocked out temporarily. The small crew was so depleted that one man recuperating from an appendicitis operation volunteered to fill in for one of the casualties on a gun crew. The only material damage to the 743 was a few scattered bullet and shrapnel holes. Such is the daily routine on a subchaser.

Despite the strain of frequent day-long general quarters under a burning sun, when divebombing attacks may be expected at any minute, splinter fleet crews have maintained excellent morale. They know their small craft is tackling hazardous missions far beyond the use originally contemplated for them; they know the larger warships and landing craft get the glory in amphibious operations, but their ships haven't the speed of PT-boats or the armament of large warships to ward off air attacks.

But they know, too, that they're doing a necessary job and doing it well, and they wouldn't swap it for a billet in the best “pig boat” or “tin can” in the U. S. Navy.

What's in a Name?

Tonnage comes from the word "tun," meaning a large barrel or cask for carrying wine. In the early days of sail, especially at Bordeaux, France, a vessel's size was measured by her capacity for carrying wine tunns—hence, her tonnage or, later, tonnage.
<table>
<thead>
<tr>
<th>NEW CLASSIFICATIONS</th>
<th>OLD CLASSIFICATIONS</th>
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<tbody>
<tr>
<td>(A): Aviation non-flying</td>
<td>(A): Aviation non-flying</td>
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<tr>
<td>(AD): Aviation non-flying and deck</td>
<td>(AD): Aviation non-flying</td>
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<tr>
<td>(AH): Heavier-than-air pilot, formerly A-V[N]</td>
<td>(A): Heavier-than-air pilot</td>
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<td>(A): Communications</td>
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<td>(B): Deck</td>
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<tr>
<td>(BM): Deck, Merchant Marine</td>
<td>(B): Deck, Merchant Marine</td>
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<td>(B): Engineering</td>
<td>(B): Engineering</td>
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<tr>
<td>(BM): Engineering, Merchant Marine</td>
<td>(B): Engineering, Merchant Marine</td>
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<tr>
<td>(D): Deck and engineering</td>
<td>(D): Deck and engineering</td>
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<tr>
<td>(CEC): Civil Engineer Corps</td>
<td>(CEC): Civil Engineer Corps</td>
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<tr>
<td>(CHC): Chaplain Corps</td>
<td>(CHC): Chaplain Corps</td>
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<td>(DC): Dental Corps</td>
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<td>(HC): Hospital Corps</td>
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<td>(MC): Medical Corps</td>
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<td>(MC): Medical Corps, Merchant Marine</td>
<td>(MC): Medical Corps, Merchant Marine</td>
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<td>(SCM): Supply Corps, Merchant Marine</td>
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<td>(E): Engineering</td>
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<td>(W): Unrestricted (female)</td>
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<td>(S): Unrestricted (male)</td>
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<td>(SA): Aviation non-flying duties</td>
<td>(SA): Aviation non-flying duties</td>
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<td>(SA): Heavier-than-air pilot</td>
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<td>(C): Special service duties</td>
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<td>(C): Special service duties in ammunition and explosives</td>
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<td>(CEC): Special CEC duties as electrical engineer</td>
<td>(CEC): Special CEC duties as electrical engineer</td>
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<td>(CEC): Special CEC duties as cargo handling specialist</td>
<td>(CEC): Special CEC duties as cargo handling specialist</td>
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<td>(DC): Dental Corps</td>
<td>(DC): Dental Corps</td>
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<td>(HS): Special duty in Medical Corps, restricted to former H-V[S]</td>
<td>(HS): Special duty in Medical Corps, restricted to former H-V[S]</td>
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<tr>
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<td>(CHC): Leading to (5)H classification, restricted to former H-V[P]</td>
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New Plan Adopted For Classification Of Reserve Officers

A NEW system for the classification of reserve commissioned and warrant officers, with symbols to describe more exactly than those now used the qualifications necessary for the designation of officer personnel to specific types of duty, both at sea and ashore, has been announced. The plan is covered by BuPers Circ. Ltr. 298-44 (NDP, 30 Sept. 1944, 44-1146).

The new system is intended to make possible more efficient use of officer strength and to enable many officers now restricted in duty by their present designations to be eligible for (Continued on next page)

How to Read the Chart

Find your present classification along top of page. By checking down that column to where any notation appears, and then by referring across to the lefthand column, you can tell into which new classification you may be changed. Notations in small letters refer to the following qualification and instruction:

a: If General Service.
b: If Special Service.
c: If heavier-than-air and Special Service.
d: If lighter-than-air and Special Service.
e: If heavier-than-air and General Service.
f: If lighter-than-air and General Service.
g: To be classified under S(E and numeral) indicating particular specialty within engineering for which best qualified.
h: Officers in the Women's Reserve receive Special Service classifications on the same basis as do male officers: Special Service limited line classifications carry W instead of S before ( ), for staff corps Special Service limited classifications the W replaces S in ( ).
i: To be classified under S(O and numeral) indicating particular specialty within ordnance for which best qualified.
j: To be assigned new classification where best qualified.
k: To be assigned to proper engineering or aviation classification where best qualified, with (T) appended to classification symbol.
l: To be reclassified to symbol in corresponding lefthand column.
m: To be reclassified to symbol in corresponding lefthand column.
n: D-V(S) officers professionally qualified for all duties of rank to be reclassified (D). D-V(S) officers not qualified for all duties of rank to be reclassified (D).
o: CEC-V(S) officers to be reclassified CEC(S), unless they have a particular specialty falling under CEC(S), 2 or 3).

By Alnaw No. 135, issued after publication of the basic letter on which the chart is based, six additional classifications were created: (AII) through (AIX), indicating General Service Unlimited line officers who, in addition to fulfilling the heavier-than-air pilot requirements, are qualified for all deck duties afloat, including the assumption of command of surface ships under Article 819 of Navy Regs. Men now A-V(S), A-V(S), or A-V(T) may be reclassified into these new designations.

The Alnaw also provides that transfers between line and staff corps or between various staff corps cannot be made in advance of specific approval by BuPers.
broader assignment. Likewise it limits officers trained and qualified to fill specialized duties to those jobs.

Under the new plan officers are to be divided into two basic categories: (1) Unlimited General Service officers, limited and limited duty; (2) Special Service officers, unlimited or limited duty. Both line and staff corps personnel are included in the latter category.

General Service officers are those eligible for sea duty and, ultimately, for rotation between sea and shore. They are all standards prescribed by BuPers, and their medical records must indicate that they are physically qualified for sea duty. In addition, they must be able to meet the following requirements: (1) Visual acuity, each eye, 15/20 uncorrected, corrected or corrected to 20/20. (2) Hearing 15/15, each ear, whispered voice or spoken voice. (3) Color perception as tested by American Optical Co. test, 1940.

A General Service officer's eligibility to receive training for sea duty is determined, in part, on the basis of such factors as physical qualifications, age, rank, naval experience in rank to age and rank, and technical proficiency on the specialist's basis.

Officers who are qualified to perform all duties of their rank within their classification at sea are to be classified in Unlimited General Service. Those who are not so qualified are to be placed in the Limited General Service classification.

Included in the second basic category, Special Service officers, will be personnel who normally be restricted to shore duty, either within or outside the continental limits, or those who would be assigned to sea duty only in a specialist billet in which physical qualifications are not pertinent.

The Special Service classification will include three types of officers: (1) (S)—Unlimited general administrative officers; (2) (S) with bureau cognizance letter officers whose assignment is of paramount interest to the bureau whose letter they bear; (3) (S) with bureau cognizance letter plus a naval officer—officers who are bonafide technical officers who can be considered as the reserve equivalent of an EOD of the regular Navy. It is expected that the number of officers within the last category will be strictly limited.

The Special Service classification will include officers not physically qualified for sea duty: personnel whose special training and service can be used to best advantage ashore and officers disqualified for sea duty because of incompatibility of rank, age and previous sea experience.

The Unlimited designation under Special Service is used to indicate any officer who is qualified for assignment to any general administrative administrative ashore either within the continental limits or at an advance base. The Limited designation under Special Service is for officers who should be restricted to a particular type of duty ashore.

Whichever, in the opinion of the CO, an officer on sea duty who has a Limited General Service classification qualifies himself for satisfactory performance of all duties in any rank within his classification, the (L) designation (L) for Limited may be dropped. The change becomes official when notice of it is received by BuPers.

The directive also clarifies Article 819 of Navy Regulations, which deals with the assumption of command of a vessel in time of war. It is not necessary that the assigned CO be relieved of his duties from his command, relieved from duty or detached without relief. The circular letter states that only those reservists who carry any of the folowing designations are considered qualified for the performance of all deck duties at sea, and therefore qualified to assume command: (DE), (LM), (A D), (D M), (C D) and (DEM).

Women's Reserve Officers may be reclassified in any unrestricted Special Service assignment ashore, or they may be restricted to a particular type of duty under the Limited Special Service classification.

Warrant officers are to be assigned new classifications on the same basis as are commissioned officers. The classification assigned is to be in addition to a warrant officer's grade.

The exception of personnel now in CHC-V (01) and DE-F, and the present probationary classifications are being eliminated. As there is no longer any need to differentiate between the Organized and Volunteer Reserve, at least for the present time, the (V) (for Volunteer) is being dropped from all classifications.

The classifications A-V(RS), B-V(RS), and DE-F are also being eliminated, and personnel in these two groups will be assigned to classifications where best qualified.

Although the reserve officer designations included in the new system have not been designed to indicate the training or special courses which an officer may have had, an exception is made in the case of certain specialized officers in the field of electronics, namely, radio specialist officers, radar officers, intercept officers and fighter-director officers. The letter designation is carried on the bulletin board for these officers to indicate the specific type of work for which they are trained. The officer is to be carried as long as the officer is qualified in his particular field of electronics in accordance with such standards as may be prescribed.

Radio specialist officers, who are now classified under A-V(RS), E-V (RS) and O-V(RS), designations which were being eliminated, will be changed to appropriate new classifications in engineering or aviation. These officers, trained in the technical and material details of radio, radar and underwater sound, will have a (T) appended to their classification symbols. When used in conjunction with an aviation designation, the (T) shall mean that the officer is qualified for the maintenance of airborne electronic gear. The (T), when appended to an engineering designation, indicates qualification for shipborne electronic gear. Wave officers who have been trained in the material and technical aspects of radar are to be assigned to an appropriate technical or semi-technical administrative billet, with the appended (T) designation.

The letter (T) will be appended to the designation symbol for radar specialist officers who have received special training in the operation of radar and radar equipment. Specialist intercept officers will be designated by an additional letter (X) to indicate their qualification to perform such duties. The letter (F) will be appended to indicate specialist fighter director officers who are qualified to control and observe various types of aircraft. The letter (V) (for Volunteer) will be approved to indicate Specialist fighter director officers who are qualified for the responsibility of coordination and control of air cover for fleet, task forces, task groups or bases (force fighter director).

Instructions are now being forwarded to COs so that the reclassification of all reserve officers under their command may be made within 30 days of receipt of the circular letter.

The reclassification chart printed on page 14-15 shows how the revision in symbols will affect reserve officers.

**Qualification Jacket to Aid In Placing Officers**

So that information will be readily available which will enable assignment of officers to duties that will fully utilize their training, experience and qualifications, a system providing for the establishment of a qualification record jacket for each officer below the rank of captain has been initiated by BuPers.

The system designed to help accomplish one of the basic principles of the reclassification system—that of more efficiently placing officer personnel in jobs for which they are best qualified—the plan should not be confounded with the reclassification program itself.

Under the procedure established by BuPers, the qualification record jacket is not intended to serve in any way as a "traveling fitness report." It will contain only such information as dictated by BuPers, and will be carried by officers who change their permanent duty station or reports to a naval training school. The information contained in the jacket will be expected use in personnel officers who are reporting for duty but for whom no specific billet has been designated.

Through the use of qualification questionnaires, the plan will likewise bring up to date the officer records now kept at BuPers, and will provide information useful in formulating the distribution.

The information will be made available to classification control officers, who have been placed with district commanders and chiefs of air training stations within the U.S. Each will be used for locating officers qualified to fill all other billets within a district or command.

The plan affects all commissioned and warrant officers, line and staff, below the rank of captain, all midshipmen and aviation cadets one month prior to their commissioning and all Wave officers and Navy nurses.

For details see BuPers Circ. Ltr. 316-44 (NDB, 15 Oct. 1944, 44-1188).
Swimming When the Going's Tough

IN COLD WATER: Obtain something to hang on to, no matter how good a swimmer you are. Keep moving and massage your arms and legs.

IN SURF: Use the side or breast stroke. Ride a small wave and surface-dive to end the ride just before the wave breaks.

IN SHARK-INFESTED WATERS: Swim quietly in groups. Keep your shoes on. If fish attack, splash and yell to frighten them away.

IN UNDERWATER PLANTS: Stay near surface and move calmly. Remove clinging vegetation as if it were clothing. Don't thrash about.

IN CURRENTS: Swim parallel to shore or diagonally across until out of current. If caught in undertow, push off bottom to surface.

IN RAPIDS: Swim feet first on back in shallow rapids. Keep body horizontal and "fin" with hands at hip level for protection against rocks.
When sailors aren't fighting the Japs or the Nazis, one of their favorite pastimes is seeing a good fight in a Navy-promoted smoker. This is one form of entertainment that can be staged anywhere—on the hangar deck of a carrier, in an open-air arena on Guadalcanal, or in the bomb-spattered Salerno Opera House.

The talent doesn't have to be imported from the States because most of the outstanding ring champions are in the armed forces, battling under the management of Uncle Sam. Nearly every ship and station has some amateur boxers or wrestlers, and often some topnotch professionals.

Some of those youngsters appearing on cards at Guadalcanal or Salerno may become world's champions after the war. Gene Tunney, now a commander in the Naval Reserve, emerged from World War I to become the world's heavyweight champion. Odds are that some comparatively now-unknown serviceman will some day lift Joe Louis' heavyweight crown.

It's the job of the Navy's welfare and recreation officers to see that naval activities, including ships and advance bases, have entertainment. They have found that USO shows with radio and film celebrities are always popular, but when these are not available there's nothing which draws larger crowds or excites more enthusiasm than a good smoker.

These may be small affairs, with men from a single ship participating, or they may be area elimination tournaments comparing favorably with the Golden Gloves tourney or Madison Square Garden title bouts. For
example, some 10,000 howling servicemen and natives turned out for the boxing tournament at Guadalcanal last December to decide the South Pacific championships.

In this elimination tourney Tom Heeney, the New Zealander who fought Gene Tunney for the heavyweight crown in 1927, was one of the referees. Now a chief specialist in the Navy, Heeney met his former opponent for the first time since their historic fight when Commander Tunney arrived at Guadalcanal to present medals to the new champions.

Medals for the South Pacific champions were donated by famous movie stars—Sonja Henie, George Raft, Dorothy Lamour, Joe E. Brown, James Cagney, Lana Turner, Betty Grable, Cary Grant, Bing Crosby, Jean Arthur, Greer Garson and Alice Faye.

Among the champions who came out of the tournament were a set of identical twins—Harvey and Moe Weiss—who you probably will read about on sports pages after the war. They have been sparring together since childhood, and when they enter the ring they cast aside all brotherly love and really swap punches. They were entered in different weights in the Guadalcanal tournament and mopped up all opposition. Right now they are representing the Marine Corps in a main event against the Japs, but when that fight is over you'll undoubtedly be hearing more about the Weiss brothers.

Navy matchmakers are careful to match boxers of equal ability. If they see that one man clearly outclasses the other, the referee is instructed to stop the bout. It's all for fun and entertainment, and injuries to contestants are rare.

Saturday night smokers are a regular event at the big outdoor arenas at New Caledonia, Guadalcanal and at other Pacific bases. Usually you'll see the commanding admiral or general in a ringside seat. Admiral Halsey is an avid fight fan. A crowd of 8,000 often attends the smokers at Guadalcanal or Espiritu Santo. Natives perch in surrounding palm trees and marvel at the strange antics of the Americans.

Madison Square Garden nowadays doesn't have better cards than a recent smoker promoted by the Navy in the Salerno Opera House. Carl Palombo, Allied featherweight champion, outpointed Antonio Belmonte, Italy's amateur lightweight titleholder, in the six-round main event. In the semi-division, the Navy's Bob Cummings fought a three-round draw with Willie (Referee) Smith. Cummings was the Navy's representative in the Allied boxing tourney held last February in Algiers. About 5,000 servicemen saw this smoker—and they didn't have to pay $5.50 for ringside seats. All Navy smokers are "on the house."
COMMANDER (then Lieutenant Commander) Mac- 
Donald and members of the O'Bannon's crew are 
shown on the deck of their destroyer during the 

ceremony at which he received the Navy Cross and 
they were commended for their gallant perform-
ance in the Battle of Kula Gulf on 5-6 July 1943.

'They Went to Hell and Back'

Skipper of USS O'Bannon Tells How 14 Months of Almost Continuous 
Action Forged Green Crew and New Ship Into a Great Fighting Team

By Comdr. Donald J. MacDonald, 
USN

The 2,100-ton destroyer, the uss 
O'Bannon, was brand-new when her 
crew trooped aboard her for the first 
time at Boston in June 1942. Their 
average age was about 19, which meant 
that some of them were mere chil-
dren who had fibbed to the recruiting 
officer, while others were in 
their 30s and 40s, with chil-
dren of their 
own at home. It 
was early in the 
war, the services 
were hard-
pressed for men, 
and a ship had 
to take what it 
could get.

Seventy-five percent of these lads 
had never been to sea before. Many 
had received very little training in sea-
manship, or, for that matter, in any-
thing else. Some had no idea what the 
war was about or exactly where Japan 
was. A considerable number had no 
more than an elementary-school edu-
cation, although a few had been about 
to receive college degrees when they 
enlisted. They represented nearly every 
state in the Union, although the ma-
majority came from the Eastern sea-
board.

As they came awkwardly aboard, 
duffle bags over their shoulders, un-
certain which way to turn, a tall hard-
bitten petty officer who had been at 
sea a dozen years was heard to mutter, 
"Look at 'em. How you going to win 
a war with a mob like that? They 
don't know a gun mount from a horse. 
It's a sorry-looking crew."

I did not agree. What I saw coming 
aboard was a cross section of my coun-
try, as it was then—raw and un-
trained youth that had taken freedom 
and abundance for granted. But I 
noticed also that the children of freedom 
are ultimately more enduring and 
more determined than the children of 
slavery.

Today I know I was right—that this 
assortment of clerks, mechanics and 
schoolboys, of Catholics, Protestants 
and Jews, of Irish, Italians, Scandi-
navians and colored boys, all lovers 
of their country, would make a great 
crew.

Timid and awkward though they 
were at that moment, they made the 

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The American Magazine.
was a shock. It was reality. Many a lad began to ask himself as the sweat broke out on his pale forehead, "What am I doing here? What is it all about? I may be sunk, myself. I may lose my life." And back over the smoking horizon were the green hills of home, a soda at the corner drugstore, a pretty girl waiting to go to the movies. People back there were having a good time. Out here people were dying. It was tough.

If we had got into some real action in the Atlantic—sunk a few subs in a running surface battle—it would have helped a lot, but we dropped only a few depth charges at an invisible enemy with no certain results, then turned and headed the little ship to the South Pacific to meet the Japs. We had had no baptism of fire. But we got one and got it early.

Our baptism was a Niagara of fire—the battle of Guadalcanal, one of the fiercest and most significant naval battles in history. In that battle our task force defeated the major part of the Japanese fleet in the South Pacific, prevented Japan's last desperate attempt to recapture Guadalcanal, and, I think, turned the course of the war in our favor.

Our men were in their prime physically. After a little less than five months aboard the O'Bannon, they knew the ship, the sea, and their guns. But they didn't know hell.

On the morning of November 12, 1942, as a member of a convoy escort, we stood off Henderson Airfield on Guadalcanal to cover the landing of Marine reinforcements we had brought up from our base. The boys had been up all night standing by. They were tense.

Hardly had the troops started landing than the Japanese struck from the air. Three waves of torpedo bombers with Zero fighter escorts swept over us in succession. At last we were in action! Our little force stood off and began to maneuver, meanwhile spattering the sky with antiaircraft bursts. From the bridge I could see our green boys, pale and determined, manning the guns like experts. Apparently, they weren't timid any more. As those who followed that battle already know, the guns on the ships and the fighter planes from the airfield all but annihilated those bombers. I think only one escaped; 9 were brought down by the ships, 21 by the fighter planes.

It wasn't so much pride as relief that made the boys smile as we turned back to escort the transports and supply ships away. Everybody thought we were going home. But we weren't. We on the bridge knew that two forces of the Japanese fleet were already on their way down to Guadalcanal, one to bombard Henderson Airfield out of existence, the other to cover the landing of troops above the Marine lines to destroy their beachhead once and for all time.

**USS O'Bannon:** "Ship and men grew into great fighters as one."

Thirteen American ships, eight of them destroyers, had been delegated to intercept them. Our ship, instead of heading on to the comfortable safety of the base, turned back toward Guadalcanal. Dismay appeared on every face. Hadn't they just had a battle? Presently we informed the men that another one was likely to ensue, and ordered them to put on their life jackets and stand by at battle stations. We didn't tell them they were about to meet the whole Japanese South Pacific fleet.

We met the enemy in pitch-darkness a little before midnight. The Japs opened up with searchlights. We fired. Everybody fired. It was weird, seeing the big gray ships appear in flashes of light and disappear into utter darkness as the salvoes roared. They were like giant, ghostly light bulbs being turned on and off in the twinkling of an eye.

Suddenly we saw the peril of our situation. On one side of our column was a Japanese force possibly headed to bomb the Henderson Airfield; on the other was another force covering a Japanese troop landing. We were caught between the two. We went forward.

No man can adequately describe the shock and terror and tremendousness of a great naval battle fought at close range in the dead of night. Everybody was firing. The thunder was deafening. The concerted fire lasted only 20 minutes, but it seemed an eternity. Then the black water began to flicker with the reflection of flame. Ships began to blow up all over the place. One minute the O'Bannon was fourth in a column of little destroyers. The next minute she was first in the column. The other three ships had gone down or had been so severely damaged that they had fallen out of our battle line.

Then the order came to cease firing. Our force had to reorganize, to see where we were. I turned and began to maneuver. It was dangerous to continue firing. By this time you couldn't tell friend from foe. A ship in flames sometimes has no identity. A great, burning battleship suddenly swung across our course. We were so close we almost collided with her. We veered very sharply and "backed emergency," missing her. Then we knew she was Japanese. The crew was aboard, dying in the flames. Jap sailors usually have no life jackets.

The water was full of men—friends and enemies. Some were wounded and screaming. But no time to stop now. We had to get out. We had to know where we were. We were low on ammunition and torpedoes and we didn't know the score. This, it seemed to me, was the battle for the world. We couldn't lose everything.

Then there was a deep, muffled explosion under us. The O'Bannon seemed to rise out of the water. I thought, "She's going down," for she seemed to plunge head foremost. We slowed down. I called for reports. The ship apparently was undamaged, except that there was a slight misalignment, which cut down our speed. Later we discovered that the hull was pitted, as if by metal fragments. I don't know yet what happened. Either a torpedo exploded in our wake, or the depth charges of a sunken ship went off.

When at last the American force made a rendezvous beyond the scene of battle, we found that of 13 ships that entered the fight only one had got out unscathed. Of our eight destroyers, four were lost, only one was undamaged. Rear Admiral Daniel J. Callaghan, task force commander, had been killed on the bridge of the USS San Francisco, as well as Capt. Cassin Young, the San Francisco's skipper. The cruiser Atlanta had received its deathblow and later was scuttled. And the cruiser Juneau was badly damaged, reducing her speed. She was torpedoed later while we were making our way back to our base.

But what of the Japanese? In the entire period of the battle of Guadalcanal they lost two battleships, eight cruisers, six destroyers, and eight transports loaded with troops. Four other Jap transports were destroyed by bombers and shellfire on the beach.

We had gone into battle on the morning of November 12 when the airplanes attacked. Then men of the O'Bannon hardly had a wink of sleep until November 15, when we returned to base. They were tense, shocked,
to expect. My quartermaster came to the morale of the crew. I had been one night, I forgot to tell them what making these talks a long time when, whatever you do, don't worry. Leave that to me.

A very pleasant memory of that battle, however, was of the light cruiser Helena, with which the O'Bannon had the honor to serve through many a battle until July 7, 1943, when she went down with her guns still firing. It is seldom that the crew of one ship idolizes another, but it happened in the case of O'Bannon and Helena. The two ships worked together beautifully in all actions. On the terrible night of November 12-13, it was the Helena that fired upon the enemy first, that inflicted some of the worst damage upon him, that seemed to be running to everybody's rescue all of the time, protecting embattled destroyers as if they were her little brothers.

We had hardly returned to base when we were ordered out again—up to Guadalcanal. My God, they said, wasn't it over yet? No. It hadn't begun. We went up again and again. Sleepless and stunned, we would come down from battle or bombing, only to refuel, load ammunition and supplies, and turn the prow northward to the shoals of death. When I was given command of the ship, I found it pretty hard to cheer up the men when we were ordered out again—up to Guadalcanal. It was a relief to the men that they had come out of their first battle without shedding blood. But for the future, it still left bloodshed to the imagination.

The O'Bannon steams through a cloud of spray and on to new adventures. Lovingly called the "Little Helena" by her men, she has a battle record any crew would be proud of.

THE O'BANNON
We had no chaplain aboard, although on occasions one visited our ship. Many of the men prayed without embarrassment. Nobody chided them. Approximately a third were Catholics and wore rosaries and scapulars. My boy always saw to it that my St. Christopher medal was never far from around my neck. One of the crew, with his rosary around his neck, was nearly struck by a shell fragment. That rosary never left his body after that. But still it was tough, even with humor and religion. It was tough to be out there until you were dead.

Then the transformation began to take place. Through the awful nights of bombing, the exchange of shots with cowardly ships, the sickening vigil, the breaking strain, hate began to emerge: “What right have they to do this to us? They are pounding at this beautiful little ship until they smash it. We will smash them. We are not here until we are dead. They are here until they are dead.”

Then the men of the O’Bannon really began to fight. They no longer thought of the green hills, the sodas, the pretty girls. They became hunters. They were no longer the hunted. The steel in their hearts was at last tempered.

One day we came upon two Japanese in the water, an airplane pilot and his wounded observer, floating in their life jackets. The observer was near at hand; we brought him aboard. He died. We called to the pilot to swim over. He wouldn’t come, so we put out a boat to get him. We always cover such an operation with a machine gun. As our boat approached him, he yanked a pistol from his life belt and pointed it at our men. The machine gunner let him have it. We recovered the pistol. The pin had hit the shell. The shell didn’t explode. The pilot and the pistol had been in the water for about nine hours.

What manner of man was this who could fire upon his rescuers, his benefactors? Or was he not human? The most depraved man of the Western World would not do anything like that. So these were the treacherous beasts who had made life almost unbearable?

Well, the men of the O’Bannon would see about that. They did. Their hate grew. They trusted no Jap. And the Japs no longer trust them. They swim away when boats try to pick them up. As I sat some nights in my chair on the bridge, bound for some combat in the dark, I used to while away the hours thinking about theoretical problems of strategy. What would I do, I would think, if I came upon a surfaced Japanese submarine in enemy waters, traveling at this or that speed in such and such a direction.

One night I met her. We got close enough to read the numbers on her conning tower; then we let her have it. We sank her with our guns. The crew were jubilant. Who was going to die now? We had fought battle after battle; we were still afloat, unhurt. And we had sunk a sub in a running fight.

At dusk one day as we lay in port, the boys on the O’Bannon saw a task force slip out and head north. They waited hopefully for us to weigh anchor, but we made no move. Then one lad came up to me and said, “Aren’t we going, too?”

“What’s the matter, Captain?” he said with a tremor in his voice. “Are we slipping?”

I knew then the tide had turned. The boys of the O’Bannon were jealous of the privilege of fighting the Japs.

The crew were so cocky by the time we took our first holiday in Sydney, Australia—a nine-day leave in April 1943—that I felt it wise to ask them all not to boast while ashore. Other crews might resent it. They had received enough acclaim, and I didn’t want any scraps in defense of the honor of the O’Bannon. They could save the fighting for the Japs. I told them I would make a release for the press; that would suffice.

When they returned—only two men out of the entire complement failed to come aboard the ship at the time appointed, a remarkable record—one of them brought a little wire-haired terrier, a pup named Peggy. Peggy thenceforward had several hundred masters. She was the sweetheart of fighting men, and they looked after her jealously as though she had served out after us when we were together on a mission. Once, during a battle while she was leaping and barking with excitement, she jumped from the superstructure and broke her leg on the steel deck. That was our first and only serious casualty.

The ship’s doctor bound her leg with splints and plaster, and soon she was hobbling around the deck again. Some of the boys decorated her with a medal for her bravery. When we returned to the States I had to give her away. Quarantine, I knew, would not pass her. It was a very sad parting. Peggy, I think, would have been an impossible mascot when we were first commissioned. Everybody was so busy thinking about his life that he could not have admitted to another to his heart. When Peggy did arrive, the crew of the O’Bannon were no longer concerned with themselves. They were interested in bigger things.

I cannot in this space recount all of the battles in which the O’Bannon participated—five surface engagements, seven bombardments of shore positions, three rescue operations, numerous fights with airplanes, and innumerable convoy assignments. We have been credited for helping sink a battleship, three cruisers and six destroyers. But there is one battle about which I must tell to enable you to understand the complete fulfillment of the men of the O’Bannon as Americans and as gallant fighting men.

We were war-weary when orders came, early in July 1943, to head northward again into the dangerous waters of the Solomons. We had been going up almost every night for a week and we felt due for a rest. But there we were heading northward.
But in a few moments they were coming by the score—officers, petty of-
ficers, men. "We can't leave the men of the Helena," they said.

I was deeply moved. Finally I put it up to the whole ship's company by
loud-speaker. I told them there was a possibility they would never come
back. We might be chopped to pieces. Most of the men of the Helena, I told
them, had been rescued. Should we
sacrifice the crew of the O'Bannon
as well as losing the few unrescued
survivors of the Helena? Did they still
want to go back?

"With one accord they shouted,
"Aye!"

I signaled the commander of the
task force, in effect: "The officers and
men of the O'Bannon, with full aware-
ness of the hazard, request permission
to return to pick up survivors of the
Helena."

The answer was "No." Such a mis-
sion was foolhardy. But what was not
foolhardy was the request. I was very
proud. It was a happy moment of my
life. Men have to be great to be will-
ing to lay down their lives for their
fellow men. And the commander did
not say it was foolhardy. He con-
gratulated every man aboard for his
spirit.

One of our men once said he thought
an angel rode upon our forecastle. Be
that as it may, we were given the
privilege, not long afterward, of ac-
companying a task group to a tip of
Vella Lavella, to which some 167 sur-
vivors of the Helena had made their
way. For days they had been hidden
away in the jungle by friendly natives,
when we got word they were there.

Our job was tough, but the O'Ban-
non was willing to do anything to get
those boys back. We, with several
other destroyers, had to stand off to
draw enemy fire while other ships took
them off. We had to maneuver nearly
all night in a black sea, while Japan-
ese airplanes overhead circled us like
vultures, dropping bomb after bomb.
They are great pyrotechnicians and
their chances made us visible again and
again.

I think it was the worst night we
ever spent, because we couldn't do
much about the attack. If you can
stay in action, you relax, but when
you can't shoot back or you know your
fire is ineffective, your strain is in-
creased. But the men stayed through
that night like steel.

The two greatest honors that have
come to the O'Bannon are: First, the
award of the Presidential Unit Cita-
tion to the ship, which permits every
man aboard to wear that distinguishing
ribbon. The second is the O'Bannon
has been dubbed by men in the
South Pacific the "Little Helena." The
Helena, as we knew her, was one of
the greatest fighting ships in our
Navy.

Some of my boys are still with the
O'Bannon. My heart is with them.

What Is Your Naval I. Q.?

1. What is the title of the poem,
well-known to men of English-speaking
navies, from which the following are
the last two lines?

But the hull and the deck and the keel
And the truck of the law—is obey.

2. A square knot also is known as a
   ... .

3. When a ship is under way, her
navigating officer must report in writ-
ing to the CO the position of the ship
at three specified times in the day (in
addition to such other times as the CO
may require). For what hours must
the three specified reports be made?

4. Commissioned officer membership
of a general court-martial is limited to:
(a) not more than 12 nor less than 6;
(b) not more than 11 nor less than
7; (c) not more than 9 nor less than
3?

5. What flag is hoisted at the fore
of a U. S. naval vessel whenever
powder or other explosives are to be
embarked or disembarked?

6. Strike out one of the words in
parentheses so that the following sen-
tence will read correctly: The ship's
(armament, armor) included 16-inch
guns.

7. Identify the following enlisted ratings:
(1) MN1c; (2) CSAO; (3) SCB2c.

8. Here is a not-quite-complete re-
production of the emblem of a cer-
tain branch of the naval service. What
lettering should appear on the wing?

The USS ... was the first U. S. naval vessel designed originally
as an aircraft carrier.

9. What type of naval unit is design-
nated by the letters VC?

10. The specialty mark of non-rated
graduates of Class A schools (except
those in basic engineering and those
who have qualified for petty officer
third class by examination) is worn
halfway between the elbow and wrist.
True or false?

11. What are the "deeps" on a lead line?

12. Complete the following: (1) An
anchor is atri when it .... (2) An
anchor is aweigh when it .... (3) An anchor is said to "come home" when
it ....

13. After what are destroyer tend-
ers of the U. S. Navy named?

14. Name the groups of islands to
which each of the following, all scenes
of recent U. S. naval action, belong:
(a) Angaur; (b) Pagan; (c) Panay.

(Answers on Page 29)
New Instructions; Current References

Advancement in Rating

New instructions on advancement of enlisted personnel have been issued by BuPers for incorporating modifications in the regulations since those reported in the June 1944 INFORMATION BULLETIN, page 8, and putting into effect some additional revisions.

The changes made by the directive, BuPers Circ. Ltr. 297-44 (NDB, 30 Sept. 1944, 44-1140), are as follows:

1. The ratings HAlc and AM3c, are added to those already open for advancement with requirements of fully qualified general service personnel, ashore and at sea, and Class V-10 Personnel.

2. The following are open for advancement in excess of complement at sea: Cox, QC3c, CRT, Rd3c, RM3c, EM3c and Y3c. These are not open for advancement in excess of complement to personnel serving abroad vessels assigned to continental naval districts and in continental shore-based fleet activities who are credited with sea duty for advancement purposes.

3. Of 30 Sept. 1944, requests pertaining to advancement and changes in rating of individuals will be filed without acknowledgment or further action if approval is not deemed warranted.

4. COs are authorized to effect changes in rating within the same pay grade to fill vacancies in complement of fully qualified personnel to those ratings which follow. The asterisk indicates ratings for which V-10 personnel are eligible:

5. The directive emphasizes that in determining vacancies in complement each rating group must be considered separately. Storekeeper, storekeeper V, aviation machinist’s mate and aviation machinist’s mate I, for example, are separate rating groups.

6. Upon receipt of qualifications from BuPers, COs are authorized to effect changes within the same pay grade to fill vacancies in complement as indicated below:

7. The following modifications or additions have been made under the training courses and service school requirements:

(1) There is no longer an advanced school requirement for advancement to CRf and ACf (AA).

(2) The highly technical qualifications required for radio technicians (including sonar) are no longer in effect. R-3, radio operator, is no longer an advanced school requirement for advancement to CRf (AA) and ACf (AA).

(3) The qualifications for advancement to OPC call for your service in first-class rate in operation and maintenance of equipment or more of the following director systems: Mark 28, 33, 57, 50 or any modern main battery system. Otherwise, new attitude is in force. The new attitude is in force to ensure the availability of more advanced personnel.

(4) For advancement to CTM or CTMV candidates are required to serve in a torpede operation shop for not less than six months in a petty officer rating, in addition to other requirements previously listed.

The only changes made in the service, sea-duty, and marks requirements chart (June 1944 INFORMATION BULLETIN, p. 9) are:

(1) Sea duty is required for advancement to SKX and PT ratings.

(2) Previous active naval service, and sea duty in the required pay grades, may be counted towards the service and sea-duty requirements, except that in cases where a man in rating by CO for misconduct or by sentence of court-martial or by sentence of court martial, service in rating shall not be counted which was performed prior to the date of sentence of court martial, service in rating was served pursuant to sentence of court martial, prior to date of termination of such confinement. Where marks were lowered because of the date of occurrence of the offense and not the end of the semiannual marking period shall be used to determine the last date of confinement eligibility for subsequent advancement, except that where marks were reduced in rating by COs for misconduct or by sentence of court martial, service in rating was served pursuant to sentence of court martial, prior to date of termination of such confinement the last date of confinement shall be used in lieu of the date of the offense.

(3) Advancement cannot be effected other than the next higher pay grade. This does not prohibit further immediate advancements from pay grade 5 to pay grade 4, nor is there any service in rate requirement involved.

The directive emphasizes the necessity for COs to consider carefully all factors of the individual letter relative to requirements before effecting advancements in order to eliminate hardships on personnel erroneously advanced and later subjected to reduction in rating.

Also emphasized by the letter is the ruling which says that advancements in rating and changes in status to pay grade 1 cannot be made retroactively. The following references pertaining to change in enlisted status are in effect:

Advancement in Rating

Admission of enlisted personnel of retired rate, BuPers Circ. Ltr. 15-42 (corrected) (NDB, cum. ed., 44-2100).


Coast Guard personnel serving with Navy and NPS personnel serving with Coast Guard—BuPers Circ. Ltr. 116-44 (NDB, 30 April 1944, 44-496).


Moots—Alma 158-1941.


Radio school students, changes in rating—BuPers Circ. Ltr. 57-7/BQ/RP/P17-2/MM of 4 July 1944.


Ship’s service personnel in rating—BuPers Circ. Ltr. 531-44 (NDB, 31 Aug. 1944, 44-360).

Staff of Fleet Reserve Officers (other than F-2) with respect to advancement or reduction in rating while on active duty—BuPers Circ. Ltr. 70-40 (corrected) (NDB, cum. ed., 46-1977).

Temporary ratings—Alma 119-44 (NDB, 30 June 1944, 44-723).


Change in Rating

Aviation machinist’s mate rating, establishment—BuPers Circ. Ltr. 268-44 (NDB, 30 June 1944, 44-724).


Main line rating, establishment—BuPers Circ. Ltr. 248-44 (NDB, 15 Sept. 1944, 44-1660).


Commandants and COs of NASs and NAVAir Command.

Steward’s board, procurement from General Service—BuPers Circ. Ltr. 257-44 (NDB, 15 Aug. 1944, 44-333).

Reductions in Rating


Reports


Miscellaneous

Class A school graduates, designation—BuPers Circ. Ltr. 238-44 (NDB, 31 Aug. 1944, 44-1002).

Definitions of ratings—BuPers Circ. Ltr. 184-44 (NDB, 30 June 1944, 44-2127).


You may now obtain a PERSONAL COPY of the Information Bulletin for yourself and your family or friends. See Page 28.
She Never Fought or Sailed the Sea, But She Lives On in British Tradition

rooms and the Berkeley-Carteret with 380 rooms were rapidly readyed for British occupancy. Preliminary cleaning up was carried out by a crew of 100 British enlisted men; a group of U.S. Navy storekeepers worked with the Navy regional real estate office and the hotel representatives to take an inventory of all equipment and furnishings; unneeded furnishings were removed and returned to the owners; plans for conversion of the properties were drawn up, approved and carried out.

On 1 October 1942, all except minor conversion work had been completed and the activity was commissioned as a British ship, the "HMS Asbury," under Captain C. R. A. Bunbury, RN. In addition to serving as a receiving barracks, "HMS Asbury" trained British naval personnel. Four schools were operated: a signal school, training 4,200 men in telegraphy, radio, signaling and radar; a seamanship school, training 5,000 men, with 360 officers studying navigation; a gunnery school training 5,800 men in small arms, cannon and antiaircraft firing, including target practice at sea; and a swimming school, with "abandon-ship platform," "scrambling net" and "Jacob's ladder," instructing 13,000.

The barracks had its own brig and handled its own disciplinary problems. Life aboard "HMS Asbury" was not all duties and schooling. The tars took part in many social and community activities. The USO recorded 210,000 British attendances at its dances and the Union Jack Club (for British enlisted personnel) recorded 385,000 attendances.

Many American customs and conveniences were immediately appreciated and quickly adopted by H.M. sailors. They fully enjoyed central heating and plenty of hot water for bathing and for washing clothes. On the other hand, some American customs were approached with great reserve and considerable caution. Typical is the notice which was posted on the bulletin board by the Senior Medical Officer for all new arrivals to see:

"The spirits here are considerably stronger than ours, and there are unheard-of varieties—some very bad and some very bad indeed!"

As ships for Great Britain were completed, the need for extensive quarters and training facilities diminished rapidly and it was decided, following discussions between British and BuS&A representatives, to close the Receiving Barracks 1 March 1944.

"Scrubbing down," inventorying and other preliminaries to closing began soon after the first of the year, and on 1 March the properties were turned over to the USNR Pre-Midshipmen's School, under the cognizance of BuPers.

More than 60,000 British seamen served aboard "HMS Asbury" during the year and a half she was "afloat" and in the memories of these men and of the U.S. Navy men who worked with them, the "ship" will live on.

"The British Barracks at Asbury Park not only served a very valuable practical purpose in the advancement of the war effort," said Rear Admiral W. B. Young, (SC) USN, chief of BuS&A, "but the experience there taught both the British and ourselves a lesson in cooperation and strengthened considerably the bond of understanding between our two navies."
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 and to encourage the exchange of books. A unit is always free to request books from the Bureau individual titles of particular interest.

In Lighter Vein

BLONDE by Chie Young. Never a dull moment in this collection of the famous newspaper cartoons. Botts in War, Botts in Peace by William Haslett Upton. The indomitable Mr. Botts doggedly carries on in the interests of the Edithwreck Tractor Co., plotting his harebrained schemes with the most carefully reasoned madness. If's Your Move by W. R. Ryan. Problems in black and white for the checker car.

OUT ON A LIMO by Claire MacMurray. Heartwarming, sometimes hilarious, stories of the life on the home front with high humor content.

ST. LOUIS CARDINALS by Frederick G. Lieb. Stories of a great baseball club.

SPORTSMAN'S ANTHOLOGY by Robert F. Kennedy. A collection of articles and poetry covering all sports with appeal for the sentimental as well as the high scoring sports fan.

TAKE IT AWAY compiled by Mary J. Gill. From Fort Lawton. Ideas for idle moments—alone or in a group. Stories, riddles, poems, music, games, drinks, quick meals.

WE LIVE IN ALASKA by Constance Hembree. Homecoming on the Yukon, told with youthful enthusiasm and a zest for living.

New Books in the Armed Services Editions

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

1.1.—Benet, A Book of Americans
1.2.—Thurber, My Life and Hard Times
1.3.—Laughter’s Man
1.4.—Stephen’s Enchanted Moonlight
1.5.—Steinbeck, the Red Badge of Courage
1.6.—Stern, The English Years
1.7.—Theodore, Red, White, and Blue

WE RIDE A WHITE DONKEY by George Par- netta. Laughter-filled episodes of the chaotic, uninhibited world of an Itai-An-Berman in the barbarous Corcorans of Mulberry St.

WHAT’S ON YOUR MIND by Dunninger. Antec- odes of telepathy by a famous mind reader whose program is known on the air.

Solid Bio

THE ADMIRAL by Laurin Hall Holley and Luis Gutierrez. Intertwined with the histo- ry of the growth is the auth- entic, intimate biography of one of its famous leaders, Admiral Dewey.

AMERICA AND DEXTER PERKINS. Thoughtful and compact, a summary of the U.S. foreign policy with suggestions for the postwar period.

CAN DO. The Story of the Seabees by Lieut. William B. Hulse. Contribution of the Seabees to the war—their ability, courage and ingenuity.

COMING STRUGGLE FOR PEACE by Andre Vlass- son. Brief pertinent studies of the in- ternal problems of the Allies, including Great Britain, United States, Russia, France, the Balkans, and the Arabs.


DAY of DEATH by William Rose Bet- net. Warmhearted, quotable poems on World War II by their emotional fervor.

EVERYBODY’S TOAST by Maynard Whittaker. What’s on his bar. Sharp sharpen his wits—and ears—on politics, science, education and friendship.

GEORGE BANCROFT: BRAHMIN REBEL by Russell B. Green. Bancroft, a former Sec- retary of the Navy and founder of Annapolis, this biography should have special interest for Navy men.

GERMANY: A SELF-PORTRAIT edited by Harlan R. Crippen. Composite picture of modern Germany from selected writings of her well-known authors.


HAWAII. Off-Shore Territory by Helen Gay Pratt. Factual account of the pineapple industry from their annexation to Pearl Harbor.


LADY AMERICA AND THE INDUSTRIAL AGE by J. Fred Kippen. Dispassionate survey of Pan-American collaboration—the development of natural resources and the contributions made by the United States to Latin America’s laborers, tech- nicians, and promoters.

MAMMALS OF THE PACIFIC WORLD, Fasci- nating animals to be found in the various Pacific areas.

THE NAVAL CORPS READER edited by Col- onel Clyde H. Metcalf. The Marines— from the Wall of Montecasna to the shores of Tripoli.

THE SOUND I LISTENED FOR by Robert Francis. Simple stories on nature, coun- try life, people, with a bit of philosophy thrown in here and there.

STATE OF THE NATION by John Dos Passos. Provocative picture of wartime U. S. as the author records his conversations with people throughout the country—people waiting, braving and gripping.

WE STOOD AROUND by Dorothea Adams. Poland during the 1920s and 1930s as seen by the Boston-born wife of the Polish economist, Jan Kostanevsky.

WORLD OF WASHINGTON Irving by Van Wyck Brooks. A study of the writers of Washington Irving’s time against the rich, varied background of their contempo- rary scene.

Sagebrush Sagas

THE FIGHTING FOUR by Max Brand. Real trouble started when a gang of outlaws blew into town with guns. Then the mighty Silverheels stepped in.

THE MIDDLES AVEKTRAN by Tom West. Des- perate doings in the West.

Rusty GUNS by Bliss Lomax. Lovely Mel- lona Seng again saves the day for that famous pair of ranch hands, Rainbow Ripley and Grumpy Gibbs, when they try to unravel the mystery of the murdered cattle baron.

THE THUNDERING Trail by Norman A. Fox. Romance, adventure and action in the West.

Fiction

DEEP RIVER by Henrietta Buckmaster. Simon Bisles, an anti-slave leader, risks the power of the rich slave owners and his wife’s love in this stirring tale of those harried years preceding the Emancipation.

THE PHANTOM FREIGHTER by Felix Ries- enberg. Jr. icy-white and unarmored, the freighter Princess drifts in enemy waters to complete her secret mission at an unknown island base.

So THICK THE FOG by Catherine Pomeroy Stewart. Hunted, story of a wartime French family’s struggles against hun- ger, cold and savage Nazi passions as well as the conflicting emotions of its own members.

WASTED OFFER by WILBERT CARTWRIGHT by Theodore Nadler. To be “champ,” yet keep the love of Helen, is Willie’s two am- bitions. A story of the prize ring.


YANK EE SAILOR by Evelyn Thane. Action and romance mark this story of a young man, closest friend and confidant of the Yankee, the Yankee spy, Sequel to “Dawn’s Early Light.”

Whodunit

HERMUTA CALLED by David Garth. An Army intelligence officer working incog- nito uncovers a Nazi plot in Bermona, and follows up adventure and romance in the process.

BLOOD UPON THE SNOW by Hilda Law- rence. Mark East, when sent to an army post in Canada, finds a frightened household as secretary to an archeologist, and finally solves the mystery after three murders have taken place.

THE DARK PACT by Samuel M. Fuller. Murder, suspense, and a little love, while David McCanter figures out what you already know—who is the killer?

IP THERE BE THRONAT by Margaret Eichard. Italian prisoners of war escaping from labor camps, are caught in a skillful impersonation and a beautiful young woman who are the chief elements in this tale of adventure and suspense.

TOWARDS ZERO by Agatha Christie. In- spector Battle proceeds backward to solve a brutal, senseless murder.

How Did It Start?

PORTHOLES: King Henry VII of England (1485-1509) insisting on hav- ing the ships of his navy manned with guns too big to be placed in the fore- or after castles, the conventional sites of that period. Ship constructors solved the problem by piercing holes through the sides of the ships and attaching the armament of the French cargo ships as covers. The French word for door, “porte,” used to designate the new-type openings, eventually was Anglicized to “port,” and the openings became known as “ports” or “portholes.” (If you have a different version, send it along to the Editor.)

Page 27
Legislative Matters of Naval Interest

Women reservists of the Navy, Marine Corps and Coast Guard are now eligible for assignment anywhere in the American Area (including North and South America) and in the Territories of Alaska and Hawaii, if they volunteer for such duty, under provisions of Public Law 441, 78th Congress, signed by the President on 27 Sept. 1944. Previously, women reservists were limited to duty in continental U.S. For procedure on assigning them to duty under the new law, see p. 69.

Other legislation which also has recently become law includes Public Law 447, making temporary members of the Coast Guard Reserve and members of the Coast Guard Auxiliary eligible for compensation and hospitalization in case of personal injury resulting from duty under orders, with compensation for their dependents in case of death. The law is administered by the U.S. Employees' Compensation Commission.

The bill (H. R. 5386) to increase from 40 to 90 days the time in which personnel discharged or released from the armed forces must apply for re-employment in their old civilian jobs, in order to maintain their legal rights to such employment, was passed by the House and was pending in the Senate as Congress recessed until after the

Digit Problem

Arrange the ten digits 1, 2, 3, 4, 5, 6, 7, 8, 9, 0 so that you get a total of 100. (See p. 29 for solution).

November V-Disc Kit

Following is the list of V-Discs contained in the November kit to be mailed in the middle of the month to eligible ships, naval activities outside the continental limits, and convalescent hospitals within the United States. Procedure for obtaining the discs, recorded exclusively for members of the armed forces, may be found in BuPers Circ. Ltr. 154-44 (NDB, 31 May 1944, 44-631). See also chart on p. 30.

Numerous requests have been received for tunes that previously have been issued in Army releases. In the near future the Navy will issue a release which will include many of these old tunes. Beginning with this release, the Army-Navy Hit Kits will be included with each kit of V-Discs. These Hit Kits, designed for use in community singing, will contain lyrics and music of approximately eight tunes included in the V-Disc release.

20. Sweet And Lovely: The Lamp Is Low—Tommy Dorsey: My Heart: Jilly: Flyin' Home—Woody Herman,

PERSONAL COPIES OF INFORMATION BULLETIN MAY NOW BE PURCHASED

Interested personnel, whether military or civilian, may now obtain their personal copies of the Bureau of Naval Personnel INFORMATION BULLETIN by ordering from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. It is suggested that personnel may wish to take advantage of this opportunity to send in subscriptions for their families at home.

The rate for single copies is 15 cents each. Annual subscription (12 monthly issues) is $1.50, domestic rate, and this includes all personnel having a Fleet Post Office or APO address. The foreign rate is $2.25 a year, including foreign postage.

The new procedure does not in any way affect present free distribution on the basis of one copy for every 10 officers and enlisted personnel. It is in addition to this distribution, to make personal copies available to those in the service who wish them, and to their friends and families.
THE MONTH'S ALNAVS IN BRIEF

No. 183—Contains changes in Navy Dependent Servicemen Voting Poster No. 4 (October 1944 INFORMATION BULLETIN, p. 21).

No. 184—Announces appointment to next higher rank, to rank from 1 Oct. 1944, of those ensigns, line and staff corps, and lieutenants (junior grade), line, on the active list of the regular Navy whose dates of rank as such are 1 July 1943; of certain listed lieutenants (junior grade) of the staff on the active list of the regular Navy; and of those ensigns and lieutenants (junior grade) of both line and staff of the Naval Reserve and the Women's Reserve whose continuous active duty in their respective ranks began 1 July 1943.

No. 185—Directs disbursing officers to report by airmail to BuSAS stocks of and requirements for S&A Form 500, Navy Pay Record.

No. 186—Directs verification of names on original pay records with published naval personnel and service records and gives instructions for making out advance copies of money lists.

No. 187—Changes Art. 2505-8 (A), Naval Travel Instructions, to read: If ordered from a foreign nation to hospital in U.S., transportation for dependents is authorized providing dependents are also on the foreign station. If dependents are already in U.S., no transportation is authorized. (Our italics indicate the change in regulation.—Ed.)

No. 188—Relates to issuing of and obtaining receipt for invoices for transfers of supplies, equipment and services outside continental U.S.

No. 189—Recinds, effective 27 Sept. 1944, all instructions relating to loss of pay, as distinguished from loss of time, while absent from duty due to venereal disease.

No. 190—Modifies Alnav 153-44 and BuPers Circl. Ltr. 226-44 (NDB, 15 Aug. 1944, 44-832) to request, by 15 Dec. 1944, applications for postgraduate course in civil engineering, convening 8 May 1945, from officers of the regular Navy, classes 1943 and 1944, whose careers in line appear to be in jeopardy through failing eyesight or similar physical impairment.

No. 191—Modifies Alnav 139-44 to provide that no requests for flight training submitted after 1 Nov. 1944 by officers of U.S. Naval Academy class of 1942 will be considered by BuPers.

No. 192—Calls attention to fact that failure to comply with instructions governing advancement in ratings (see p. 25) necessitates cancellations of many erroneous advancements, which imposes unwarranted hardships on enlisted personnel, particularly if checkage of uniform allowance for advancement to CPO (AA) is involved.

No. 193—Puts into effect new system of reserve officer classification (see p. 14).

No. 194—Discontinues issuance of first aid kits for life rafts and life floats by Navy Yards, Philadelphia and Mare Island; establishes procedure for requesting issuance of kits.

No. 195—Refers to BuPers Circl. 298-44 and authorizes reserve officer classification A1D to A6D where officers of classifications A1 to A5 are qualified for all deck duties afloat (see page 14), and provides that transfers between line and staff corps or between staff corps shall not be made in advance of specific approval by BuPers.

No. 196—Contains correction to reference cited in Alnav 189.

Answers to Quiz on Page 24

1. The Laws of the Navy by Capt. R. A. Hopwood, RN.
2. Reef.
3. 5 a.m., 12 m. and 8 p.m.
4. (b).
6. Strike out "armor."
7. (1) Mine man, first class; (2) Chief Special Artilleryman; (3) Ship's Cook 2nd Class; (4) Ship's Butcher, second class.
9. Ranger.
10. Composite squadron of aircraft, composed of both fighters and torpedo bombers, organized to operate from small carriers.
11. False. It is now worn halfway between the shoulder and elbow on the appropriate sleeve.
12. The fathoms which are not marked.
13. (1) Clears the bottom in moving. (2) is off the bottom. (3) Draws toward the ship when heaving in.
14. Localities and areas of the U.S. (a) Palau Islands; (b) Marianas Islands; (c) Philippine Islands.

Solution to Digit Problem

(See page 22)

$50 + 49 + 12 + 38 + 76 = 100$

A Broom on the Periscope Shears

Tremendous success of the submarine fleet in combat operations during the present war brings again to the fore the tradition of submarines returning to port with new brooms hoisted from the periscope shears.

The custom is not American in origin, but Dutch. Maarten Harpertszoon Tromp, a Dutch admiral, ordered that brooms be lashed to the masts of his ships when he took his fleet out to meet the fleet of Cromwell. This occurred during the two years' naval war of 1652-1654, in which Holland and England were the antagonists.

The brooms were to indicate that the Dutch ships were cleaners of the seas. The British, upon seeing the brooms, tied whips to their masts as a sign of reprisal.

Ships of many nations in the centuries since have used brooms as signs of outstanding success or as significant of missions assigned. Gradually, however, the tradition has dwindled, until now it is kept alive more by submariners than by others.

Net all American skippers of submarines, however, favor the custom. Some object that it does not have an American origin, and they prefer to hang out miniature Japanese flags as signals of victory. Still other skippers display both.

By strange coincidence, many returning American submarines with brooms on their periscope shears have been met and escorted by a Dutch ship named for the admiral who originated the custom. Other submarines, early in the war, operated with the ship, the Tromp.
### WELFARE AND RECREATION ALLOTMENT

All Navy and Marine Corps activities including navy vessels manned by Coast Guard personnel.

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<td>WELFARE AND RECREATION ALLOTMENT</td>
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<tr>
<td>All Navy and Marine Corps activities including navy vessels manned by Coast Guard personnel</td>
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</table>

1. NAVAL VESSELS: (a) Vessels assigned to the Fleet; BuPers provides annual allotment.
   (b) Vessels assigned to Naval Districts or Bases; from the Command to which assigned by re-allocation.
2. NAVAL DISTRICTS, RIVER COMMANDS, AIR FUNCTIONAL TRAINING COMMANDS: From BuPers upon request.
   (a) Naval activities assigned to Naval Districts, River Command and Air Functional Training Commands by re-allocation from Command to which assigned.
3. MARINE CORPS ACTIVITIES: (a) Within Naval Districts by re-allocation from the Command of the Naval District.
   (b) Fleet Marine Forces by re-allocation from the Commandant of the Marine Corps.
4. ADVANCE BASE UNITS: Upon request to BuPers prior to departure from U.S. initial allotment is granted.
   (a) LIONS, COPS, CUBS, STANDARD LANGUAGES, FISHERMEN, and P.T. BOAT BASES which are
   organized and utilized by BuPers upon prior written request by C.O. Annual allotment is granted by Fleet or Area Commander.
5. CONSTRUCTION BATTALIONS: Prior to embarkation from the United States, Construction Battalions are
   granted their commissioning allotments by either the U.S. Naval Construction Replacement Depot, Camp Parks,
   Sasebo, California, or U. S. Naval Construction Training Center, Camp Ellis, Durbin, Rhode Island. After
   departure from the continental U.S. Construction Battalions receive their welfare and recreation allotment
   from the Fleet or Area Commander to which they are assigned.
7. AIR ACTIVITIES ASSIGNED TO THE FLEET: Air Groups, Squadrons, and Units are granted allotments by
   re-allocation from Commandant and ComNavAir.

### SPORTS, GAMES, AND MUSIC EQUIPMENT

All Navy, Marine Corps and Coast Guard Activities.

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1. Forces Ashore: Use BuSaA Regulation Form 7. Request in writing to the USCG Secy/ ComNavAir.
   (a) Ships in port or awaiting orders and not underway, including ships of the Fleet, and
   (b) As in paragraph (a) above and not underway, including ships of the Fleet. (Requests in excess of $1,000 must be forwarded to BuPers for approval).
2. Forces Aboard: (a) Ships in port or awaiting orders and not underway, including ships of the Fleet, and
   (b) As in paragraph (a) above and not underway, including ships of the Fleet. (Requests in excess of $1,000 must be forwarded to BuPers for approval).

### V-DISC KITS

12" phonograph records of music designed to suit all tastes.

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<td>All Navy, Marine Corps and Coast Guard Activities outside the United States</td>
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### PERSONAL TRANSCRIPTIONS

10" phonograph records of transcription of music for radio network shows, and special talent programs manufactured to play on turntable which turns at 33 1/3 rpm.

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### PERIODICAL SUBSCRIPTIONS

Subscriptions to magazines are the responsibility of each activity. There is no package distribution of magazines.

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### SPECIAL ATTENTION INVITED TO "NOTES" ON THIS SUBJECT

Library books, music, and activities including navy vessels manned by Coast Guard personnel.

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<td>SPECIAL ATTENTION INVITED TO &quot;NOTES&quot; ON THIS SUBJECT</td>
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### USO-CAMP SHOWS, INC.

On or after within U.S.:

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<td>USO-CAMP SHOWS, INC.</td>
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<td>All Navy, Marine Corps and Coast Guard Activities, compliments of 1,500 or over</td>
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### SHIP AND STATION PAPERS

All Navy, Marine Corps and Coast Guard Activities.

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### ENTERTAINMENT MOTION PICTURES

All Navy, Marine Corps and Coast Guard Activities.

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<td>ENTERTAINMENT MOTION PICTURES</td>
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<td>All Navy, Marine Corps and Coast Guard Activities</td>
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1. Outside Continental United States:
   (a) 35 mm. Navy Motion Picture Service—Obtain film from nearest Fleet Motion Picture Exchange or Sub-exchange.
   (b) 16 mm. (not available to activities and vessels equipped with 35 mm., projectors) —obtain through nearest Navy or Army Overseas 16 mm. Motion Picture Film Exchange or Sub-Exchange.
2. Within Continental U.S. (35 mm. only):
   (a) Vessels in port:
      (1) Navy Motion Picture Service—Obtain film from nearest shore-based Motion Picture Exchange or Sub-exchange, or nearest Fleet Motion Picture Exchange or Sub-exchange.
      (b) Ship activities:
      (1) Optional Naval District Picture Plan
      (2) Navy Motion Picture Service—Obtain film from Navy Motion Picture Exchange, New York, N.Y. or Navy Motion Picture Exchange, San Diego, Calif.

### MOTION PICTURE PROJECTION EQUIPMENT

All Navy, Marine Corps and Coast Guard Activities.

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</table>

1. NAVY ACTIVITIES:
   (a) Ships and shore activities are supplied 35 mm. and 16 mm. projection equipment in accordance with authorized list. Authorizations may be submitted to BuPers for consideration.
   (b) Replacements by official request to BuPers. Requests involving 16 mm. equipment should go via BuPers.
2. COAST GUARD ACTIVITIES under the jurisdiction of a District or Coast Guard Officer shall submit requests for motion picture projection equipment to the District Morale Officer.
3. MARINE CORPS ACTIVITIES will send requests for both 35 mm. equipment to Quartermaster General of the Marine Corps for 35 mm. to BuPers via Commandant Marine Corps.
### Equipment - How to Get It

#### Method of Payment

<table>
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<th>REFERENCE</th>
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#### Navy - Charge to Appropriation, "Welfare and Recreation, Navy," or "Navy's Store Profits," or purchase with unappropriated "Welfare" funds by check drawn in favor of Treasurer of the United States, Coast Guard - Charge to Appropriation Pay and Allowances, 1756-9000, 1756-9000, Coast Guard, Subhead No. 27; or purchase with unappropriated "Marine funds" by check drawn in favor of Treasurer of the United States. 

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<tr>
<td>Same as for &quot;Sports, Games, and Music Equipment&quot; above.</td>
<td>BuPers Cbr. Ltr. 154-44 (N.B., 31 May 1944, 44-631).</td>
<td>Latest edition of the catalogue will be distributed about 1 January 1945 to all shore and ship activities in commission on that date. Requests for additional copies should be addressed to BuPers.</td>
</tr>
<tr>
<td>Outside United States, no charge.</td>
<td>BuPers Cbr. Ltr. 266-44 (N.B., 31 Aug. 1944, 44-1001).</td>
<td>All kits in one monthly release of V-Discs contain the same assortment of 20 records each.</td>
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#### Without charge.

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<tr>
<td>Same as for &quot;Sports, Games and Music Equipment,&quot; above except checks (drawn on unappropriated funds) to be made payable to publisher or distributor.</td>
<td>BuPers Manual, Part B, Chapter 6.</td>
<td>Turntables attached to 35 mm strip film projectors will play AFRS transcriptions. A limited quantity of turntables are distributed through the two Service Forces. The number of transcriptions available for distribution is limited.</td>
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#### Official Appropriation, "Welfare and Recreation, Navy," from Navy's Store Profits or from unappropriated funds.

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<th>Method</th>
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<tr>
<td>No charge for duration of present war to all ships and activities outside continental U.S. 18 mm. film is the gift of the Motion Picture Industry to ALL Armed forces thru the War Activities Committee. Payment for film under Optional Plan direct to commercial film exchanges from unappropriated funds. For activities within Continental U.S. Assessments for Navy Motion Picture Service from either unappropriated or appropriated funds.</td>
<td>BuPers Manual, 3/22 Patent, Cbr. Ltr. No. 166-44 (corrected) of 15 April 1944.</td>
<td>For selection of magazines and newspapers attention is directed to SecNav Ltr. P-3-1 of 24 Aug. 1944 (N.D.B., 24 Aug. 1944, 44-1002). The following magazine overseas editions are published: New Yorker, Time, Life, Newsweek, The Infantry Journal, Inside Detective, Modern Screen, Reader's Digest, The Sporting News, New York Times Overseas Weekly is available where printed overseas. May be sent overseas airmail to such points as Army and Navy may designate for reproduction by Army or Navy where letterpress is available. Or copies may be obtained from N.Y. Times direct (write Times for details).</td>
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<tr>
<td>Without charge.</td>
<td>BuPers Manual, Part B, Chapter 6.</td>
<td>Armed Service Editions (paper-bound books) are provided for recreation and are expendable. They should be passed from man to man. Books may be exchanged between libraries by mutual agreement. Non-receipt of books should be reported to BuPers.</td>
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<tr>
<td>Without charge.</td>
<td>BuPers Manual, Part K, Chapter 7.</td>
<td>Transportations as specified in ref. (b) and (c).</td>
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<td>BuPers Manual, 3/22 Patent, Cbr. Ltr. No. 166-44 (corrected) of 15 April 1944.</td>
<td>The success of the Navy Motion Picture Service which supplies 35 mm. film depends upon the rapidity with which reeling programs are produced. Failure to keep programs moving will result in bogging down of the entire system. The selections are being formulated for the establishment of Naval Laison Units in all Army Overseas Motion Picture Exchanges, and such additional Navy exchanges as may be necessary to property service Naval activities shore and off-shore outside continental U.S. with the 16 mm. gift film.</td>
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**Page 31**
TEMPORARY DUTY

Sir: I am attaching a regulation which states that temporary duty becomes permanent duty if any of the following alternatives are used: the temporary duty (as far as 750 miles from home) once was out for nine months. We are issued orders on temporary duty, and as such cannot collect transportation or have our houses shipped. We are under the impression that these orders read temporary. Yet when we are shipped to these outlying bases we are given bills to date Navy pay, because we are no longer attached to the home base in these states.

If six months temporary duty does not equal six months permanent duty, then what does—M.J.S., Radio Elec.

There is no regulation which says that temporary duty orders cannot be extended after a specified period of time. You are considered on temporary duty until such time that you receive a change of orders. Unless you have a permanent change of station, you do not need transportation for your family or government household effects privilege.

AUGUST 24

TOTAL PERSONNEL OF NAVY

Sir: On page 30 of your July issue is a listing by age groups for enlisted men in the Army, Navy, and Marines. (1) Is this a similar list available for just the Seabees? (2) Is there a breakdown of the personnel of the Navy strength—A.R.H., CCM.

(1) No. (2) As of 31 July 1944 the Navy was comprised of the following personnel:

Enlisted men

Officers

Enlisted men

Enlisted men

58,486

Officers (male)

Female (female)

Officers (male)

Female (female)

Commissioned

6,593

No. The Navy has no campaign bar for civilian service outside the U.S.—Ed.

No civilian ribbon

No. May a Navy enlisted man wear campaign bars for service with the Army as a civilian in foreign territory (Middle East) prior to his induction into the naval service—S.C.O.

AMPHIBIOUS FORCES INSIGNIA

Sir: The men of this YMS would like to know if the insignia to wear in a Navy Amphibious Forces Insignia. We were assigned to an amphibious force to help make the invasion of France in June 1944, and are still assigned to it as of the present time—M. R. J., McMMic, USNR.

No. Only enlisted personnel included in Bureau Cir. Ltr. 152-41 are authorized to wear the insignia. See page 68, July 44 INFORMATION BULLETIN.—Ed.

STEWARD’S BRANCH UNIFORMS

Sir: Regarding BuPers Cir. Ltr. 182-44 (31 June 1944), I am interested in uniform changes in uniform regulations for chief cook, cook, chief steward and steward.

(1) Is a ship’s cook permitted to wear the same uniform as a cook or steward? (2) Does this make cooks and stewards full-fledged petty officers? (2) Would this make a chief cook a BM1C? —G.L.S., YIC, and R.H., SSCC.

(1) The change applies only to the ratings chief steward, chief cook, cook and the steward’s branch. It does not apply to petty officers. Commandant, United States Naval Personnel, McDONALD, W. E., BM2C.

(2) No. No, as stewards and cooks exercise military command only over enlisted personnel of the branch’s service.—Ed.

WAIVER FOR V-12

Sir: A recent circular letter (N.D.R., 31 January 1944, 44-109) stated that applicants for the YMS program, whose physical standards did not quite meet those prescribed by BuPers, could have the physical requirements waived provided the defects were not organic in nature.

(1) Are Special Assignment personnel having two year’s pre-medical education eligible for this program? (2) If not, does BuPers ever authorize change to the Hospital Corps for an enlisted man who has been through the Class A service school for nurses although his "Q" card gave the Hospital Corps school as first choice?—A.M., YIC.

(1) Yes. If you have completed pre-medical requirements you are eligible for consideration. (2) Men are trained and school quotas assigned on the basis of the needs of the Navy as a whole. Every effort is made to utilize school graduates in the specialty for which they were trained. See paragraph 8, BuPers Cir. Ltr. 58-43 (N.D.R., 31 March 1944, 44-379).—Ed.

PERFECT SCORES

Sir: Regarding the story of the recruit who scored a "perfect 10" on his GCT at NTC, San Diego, Calif. (INFORMATION BULLETIN, July 1944, p. 42), while in training at Great Lakes last December I scored 82 on the GCT and was told that 83 was perfect but that no scores of more than 83 had been made previously. (1) Has anyone ever made 83 on the form on which that is the maximum score? (2) What is the record GCT score?—J. H., AB(V-14), YNC.

(1) A perfect score of 82 was possible on Forms I of GCT which was used from July 1943 through 31 Dec. 1943; however, no scores of 83 have come to the attention of BuPers. (2) Since 1 Jan. 1944, Form II of GCT has been in use and the perfect score, as stated in the Bulletin article, is 76.—Ed.

ART COURSES BY MAIL

Sir: As a deep-sea diver I have seen many schools, sights I would like to learn to paint. Does the Navy have any schools of design, commercial art or cartooning?—Commandant, United States Naval Recruiting Station, Madison, Wis.—Ed.

MEANING OF "SPAR"

Sir: Commander Spar (a member of the Combat Guard Women’s Reserve) derived from the Combat Guard motto “W. L. C. SoMIc, FINE.”

(1) Yes, so do (P)aratat — (A)Theau (R)eady.—Ed.

But we ran out of rivets, Sir.
UNCOVERING AT SERVICES

SIR: In the August issue, the Information Bulletin’s excellent article on wartime military courtesy says (page 30): “Strictly speaking, officers and men do not uncover in the open except for divine worship, or other religious ceremonies.” Could you indicate exactly when they uncover, or is it available? I believe this information is desired because they have been obtained by previous material in the Letters column or elsewhere.

HOSPITAL CORPS DEPARTMENT

SIR: (1) What pin-on corps device should be worn by a commissioned officer of the hospital corps who is the Women’s Reserve officer of the H.C.?—A.B.S., Lt.Cdr.
(2) The gold caduceus on the shirt collar tip in case of commissioned officers and men may bear a personal name on a plate, but not on the ribbon or on the insignia itself. During religious services topside aboard ship and during formal religious ceremonies outdoors ashore (such as Easter service), officers and men remain uncovered throughout the service. During funeral services, officers and men remain covered while in the open, and uncover upon entering the church. During burial at sea, they remain covered throughout the service.

As a general, a military man uncover during a religious ceremony but remains covered during a military ceremony. As stated above, officers and men are regarded as military ceremonies.

For saluting, when called for, an officer or man salutes rather than uncover at a military ceremony, as it is his traditional mark of respect. However, as a participant at a nonmilitary funeral or burial service, he may, if he wishes, follow the civilian custom and uncover (rather than salute) when called for; the procession to the grave, the lowering of the body, etc.

It should be noted that Jewish custom calls for remaining covered during all religious ceremonies, and that therefore the rules regarding uncovering as stated above do not apply to Jewish personnel who desire to observe their own precepts. —Ed.

DISCHARGES OVERSEAS

SIR: Will it be possible at the end of the war for an enlisted man, upon his own request, to be mustered out of the Navy in a foreign country if on duty in or near that country at the time?—H. H. S., PhMSc, USNR.

Under Article 1689 of Navy Regs a man may, upon his own written request, be discharged outside of the U.S. In doing so he waives all claim for transportation at government expense to the U.S. and all consular aid. —Ed.

AIR BOMBER TRAINING

SIR: What are my chances for becoming an air bomber? I entered the Navy in September 1942. After boot training, I served at two air stations. I was assigned to a fighter training squadron and in July 1943 was advanced to AM3c. Last November, I entered V-12. This July I will be transferred to other duty because of failing grades due partially to illness.—E.M.E., USNR.

Only a small quota of AOMs are selected for training as air bombers, so the odds would be greatly against you, in view of your AM rating. —Ed.

TRAVELS WITH MAIL

SIR: For the past five months I have been authorized by my commanding officer to regularly fly with the mail to San Clemente and San Nicholas Island. These islands are over 100 miles past the three mile limit. Am I authorized to: (1) receive flight pay; (2) wear American area ribbon; (3) wear air wings, and (4) receive additional mustering-out pay?—A.F.S., Sp(M)lc.

(1) No. See BuPers Cir. Ltr. 102-13 (N.D.B. cum. ed., 42-313). (2) Yes. (3) No. See BuPers Ltr. 174-44 (N.D.B. 30 June 1944, 44-747). (4) The rights of midshipmen can not be determined until discharge, when all service can be examined. —Ed.

SPECIALISTS (F)

SIR: Can a Sp (F) 3c (fire fighter) be put in charge of training recruits? Is so, shouldn’t he be given a CPO rating?—W.M.H., USNR.

To your first question, Yes. The rating is primarily for fire-fighter instructors who are used mainly to train men for fighting shipboard fires. To the second question: No. In order to be a commissioned officer full time, it is necessary for him to meet the requirements and upon existence of vacancies in complement. —Ed.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available, are selected. If your letter does not appear, it is suggested that you check back through recent issues of the Information Bulletin, since many letters may have been answered because they have been addressed by previous material in the Letters column or elsewhere.

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DECORATIONS, MEDALS AND RIBBONS

A summary of the regulations governing the issuance and wearing of awards now designated for naval personnel

IN this special eight-page section the INFORMATION BULLETIN gives in brief form the rules about decorations, medals and ribbons awarded to naval personnel—what they are given for, how you wear them, who awards them, what they look like.

Also included is information on stars, service clasps and letters worn with the ribbons; the wearing of Army, merchant marine and foreign decorations; the relative standing of awards, and a list of all Presidential Unit Citations announced to date.

During time of war, only the ribbon bars of the decorations and medals are worn, even for full-dress occasions. Reproductions of these in full color will be found on the center spread.

Three new decorations appear there that were not in the earlier INFORMATION BULLETIN article of March 1943: the Bronze Star Medal, the Commendation Ribbon and the United States of America Typhus Commission Medal. Details of the first two will be found in “Table of Naval Decorations and Regulations,” opposite page 36; the third appears in “Decorations, Medals and Badges,” opposite page 41.

Although these two sections give the basic information on most awards, further information on some of them will be found on other pages. This informa-

tion covers questions frequently asked by naval personnel concerning area campaign ribbons, the American Defense Service Medal, Presidential Unit Citations, Army medals, etc.

STARS, SERVICE CLASPS, etc.

Gold, silver or bronze stars; service clasps; and letters (such as “A” and “W”) are authorized to be worn on various medals and service ribbons. Numerals are not authorized.

No more than one decoration of the same type may be awarded to any one person, but in lieu of a subsequent award of the same decoration, a gold star is awarded, to be worn on the ribbon.

Stars, clasps and letters are authorized for other medals and ribbons as follows:

Expeditionary Medal (Navy, Marine Corps): a bronze star for each expedition in excess of one. Navy and Marine Corps personnel who served in the defense of Wake Island, 7 to 22 Dec. 1941, wear a silver “W” on the appropriate Expeditionary Medal ribbon.

Victory Medal (World War service medal): service clasps and battle clasps, to be worn on the ribbon of the medal, are authorized for each person who performed any of the duties designated in BuPers Manual, Art. A-1059, par. (2). Clasps for service on ships are authorized as shown in the list in par. (3) of the same article.

No one is entitled to more than one service clasp, or to more than one Meuse-Argonne battle clasp. A bronze star is worn on the service ribbon bar in lieu of any clasp authorized.

When any person has been commended by the Secretary of the Navy, as a result of the recommendation of the board of awards, for performance of duty during World War I, not justifying the award of a Medal of Honor, a Distinguished Service Medal or a Navy Cross, he wears a silver star for each such citation.

A bronze Maltese cross is placed on the service ribbon for those officers and men of the Marine Corps and Medical Corps, United States Navy, who were attached to the American Expeditionary Forces in France any time between 6 April 1917 and 11 Nov. 1918, and who are not entitled to any battle clasp provided for by General Order No. 88, War Department, 30 June 1919.

American Defense Service Medal: a service clasp, “Fleet” or “Base,” is worn on the ribbon of the medal by those who, between 8 Sept. 1939 and 7 Dec. 1941, inclusive, performed duties set forth in part one person is entitled to more than one such clasp.

(a) Fleet.—For service on the high seas while regularly attached to any vessel or aircraft squadron of the Atlantic, Pacific or Asiatic Fleets; to include the Battle of the Atlantic Transportation Service and vessels operating directly under the Chief of Naval Operations.

(b) Base.—For service on shore at any naval station of the United States, or at a station outside U. S. continental limits. (Includes duty in Alaska.)

A bronze star is worn on the service ribbon in lieu of any clasp authorized.

Navy, Marine Corps and Coast Guard personnel who served on vessels in actual or potential belligerent contact with Axis forces in the Atlantic Ocean (as listed in BuPers Manual, Art. A-1043) wear a bronze “A” on their service ribbon in lieu of the base clasp.

Naval Reserve personnel on training duty under orders must have served at least 10 days in such duty. Persons ordered to active duty for physical examination and subsequently disqualified are not entitled to the American Defense Service Medal. Reserve officers ordered to ships of the fleet for training duty (cruise) and officers serving on board ships for temporary additional duty from shore stations are considered “regularly attached” and are not entitled to the fleet clasp.

Area campaign medals (American; European-African-Middle East ern; Asiatic-Pacific): a bronze star is worn on the service ribbon for each operation or engagement, a silver star is worn on the ribbon in lieu of each five such operations or engagements, a bronze star is worn on the ribbon in lieu of each five bronze stars authorized.

Good Conduct Medal: a Good Conduct Medal is issued as the first award to an individual and a pin for each subsequent award. A bronze star is worn on the service ribbon for each good-conduct pin that is received.

NAVY HAS HONORED

18,042 IN THIS WAR

Medals, decorations and ribbons awarded during the current war to personnel of the Navy, Marine Corps and Coast Guard and by the Navy to personnel of the Army and of foreign nations:

Medal of Honor 85
Navy Cross 1,687
Distinguished Service Cross (Army) 1,400
Distinguished Service Cross (Navy) 1,968
Legion of Merit 1,155
Legion of Merit (to foreigners) 155
Silver Star Medal 7,319
Distinguished Flying Cross 1,973
Navy and Marine Corps Medal 1,541
Swords (Army) 132
Bronze Star Medal 1,176
Air Medal 1,583
Commendation Ribbon 1,611
Life-Saving Medal 4

TOTAL 18,042
Naval Reserve Medal: a bronze star is worn on the ribbon for each additional 10 years of honorable service.

Commemoration Ribbon: a second authorization, and each succeeding authorization thereafter, to the Decoration ribbon is represented by a bronze star on the ribbon.

ARMY RIBBONS
Ribbons of medals and badges awarded to naval personnel by the Army, or won by naval personnel during previous service in the Army, may be worn on naval uniforms in proper order of precedence.

Some of the Army awards, and the Navy ribbon they follow when worn by naval personnel, are: Medal of Honor (follows Navy's Medal of Honor), Distinguished Service Cross (follows Navy Cross), Distinguished Service Medal (follows Navy's DSM), Soldier's Medal (follows Navy & Marine Corps Medal) and Distinguished Unit Badge (follows Presidential Unit Citation).

The Army's Distinguished Unit Badge is worn by Army personnel on the right breast. However, when awarded to naval personnel, it is worn on the left breast along with other ribbons. If you served in the defense of the Philippines at any time between 7 Dec. 1941 and 9 April 1942, you are eligible for this badge and may apply to wear it in your CO.

If you have good reason to believe you are entitled to any other Army medal (such as the Good Conduct medal for Army service), you may have this determined by the Decorations Section, Adjutant General's Office, War Department. Any letters sent there should be via your CO.

FOREIGN DECORATIONS
Congress has authorized officers and enlisted men of the U.S. armed forces, during the present war and for one year thereafter, to accept and wear any foreign medal, order, medal or emblem bestowed upon them by the government of a belligerent nation or of an American republic, and which is conferred upon members of its own armed forces.

Any such decoration or award should be tendered through the Department of State, and not to the individual in person (except immediate combat awards in the field, which may be cleared through the senior local American commander).

However, if you are tendered a decoration or medal of a foreign date, refusal to accept would cause embarrassment to the power conferring it, you accept it “pending approval,” and forward the award and a full report of the circumstances to BuPers.

Foreign decorations or medals are worn to the left of all American decorations or medals, and may not be worn at the same time as at least one American decoration or medal is also worn.

Naval personnel who won the right to wear the French Fourragere by service awarded it in World War I may wear it with their naval uniforms under certain conditions. For details, see INFORMATION BULLETIN, Aug. 1944, p. 71.

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### RELATIVE STANDING OF DIFFERENT AWARDS showing order in which their ribbons are to be worn

**DECORATIONS**

1. Medal of Honor
2. Medal of Honor (1917-18) (by law no longer authorized for award)
3. Marine Corps Brevet Medal
4. Navy Cross
5. Distinguished Service Medal
6. Legion of Merit
7. Silver Star Medal
8. Distinguished Flying Cross
9. Navy and Marine Corps Medal
10. Bronze Star Medal
11. Air Medal
12. Good Conduct Ribbon
13. Purple Heart
14. Specially Meritorious Medal (no longer awarded)
15. Presidential Unit Citation
16. United States of America Typhus Commission Medal (awarded by the President)
17. Gold Life-saving Medal (awarded by the Treasury Department)
18. Silver Life-saving Medal (awarded by the Treasury Department)

**COMMEMORATIVE MEDALS**

1. Dewey Medal (commemorating Battle of Manila Bay)
2. Sampson Medal (commemorating naval engagement in the West Indies)
3. NC-4 Medal (commemorating the first transatlantic flight of the U.S. flying boat in May 1919)
4. Byrd Antarctic Expedition Medal (1928-30)
5. Second Byrd Antarctic Expedition Medal (1933-35)

**SERVICE MEDALS**

1. Civil War
2. Expeditionary Medal (Navy and Marine Corps; initial award, 1874)
3. Spanish campaign

**MERCHANT MARINE**

The following ribbons, listed in order of precedence, have been authorized for merchant marine service in this war and may be worn by naval personnel who earned them while serving in the merchant marine: Merchant Marine Distinguished Service Medal, Meritorious Service Medal, Gallant Ship Unit Citation Ribbon, Merchant Marine Medal, Combat Bar, Atlantic War Zone Bar, Mediterranean-Middle East Zone Bar, Pacific War Zone Bar, and Merchant Marine Defense Bar. The three war zone bars are worn in order earned. (See also “Merchant Marine Honors,” p. 33.)

**GOOD CONDUCT MEDALS**

Good Conduct Medals are issued to enlisted personnel by the Bureau of Naval Personnel. A medal is issued as the first award to an individual and a pin for each subsequent award.

Men with clear records (no offense or qualifying remarks entered in service record) and with a final average of 3.5 in proficiency in rating are eligible to receive good-conduct awards for service terminating on or after 1 July 1931 as follows:

(a) For first enlistment or minority enlistments and if extended for two years, the last four years in lieu thereof may be considered, provided the first period of service would have terminated with an honorable discharge.

(b) For second or subsequent enlistments of three or four years.

(c) For a total of four years served in extensions of an enlistment.

(d) In a six-year enlistment, for the first three years and also for the remaining period of the enlistment, provided the enlistment terminates with an honorable discharge.

Service in extensions of one or two years (except as indicated in (a) and (c) above) or for enlistments terminated prior to expiration (except when discharged for convenience of the government within three months of expiration of enlistment) will not be considered for good-conduct awards.

Enlisted men of the Naval Reserve whose records and marks fulfill the requirements described above for regular Navy are eligible and may be rec...
Commended for good-conduct awards after each three-year period of continuous active service in time of national emergency and/or war.

Good-conduct pins are worn on the ribbon of the medal. One bronze star is worn on the service ribbon for each good-conduct pin received.

For service terminating on or after 1 July 1921 and prior to 1 July 1931, good-conduct awards will be made in accordance with the requirements as to marks and recommendations in effect when the service period expired, in accordance with service requirements as follows:

(a) For first enlistment or for minority enlistment, provided the enlistment is extended or upon completion within three months.

(b) For first enlistment if honorably discharged from service in the regular Navy by transfer, provided that the service in the Navy is of not less than two years' duration and that enlistment is under continuous service.

(c) For a second or subsequent enlistment, provided enlistment having terminated with honorable discharge. Continuous service is not necessary.

(d) Upon discharge from an extension of four years (or a total of four years) of a first or other enlistment, provided that basic enlistment would have terminated with an honorable discharge.

(e) For a constructive enlistment of four years (or three years and nine months) active duty begun in the regular Navy and continued in the Naval Reserve (classes F2, F4 and F5), or where a retired man is recalled and completes not less than three years and nine months active duty.

For service ending before 1 July 1921, see BuPers Manual, Art. A-1046.

If a man has any question about his eligibility for a good-conduct award which does not seem to be covered here or in BuPers Manual, Art. A-1046, he should take the question up with his CO. If a further ruling or interpretation is required, the question should be referred through channels to BuPers and will receive immediate attention.

SERVICE STRIPES are worn by enlisted men on the left sleeve on coats and jumpers. One service stripe is worn for each four years of active service in the regular Navy or the Naval Reserve. Although not a decoration or medal, the service stripe is included in the Good Conduct medal (above). The stripes are seven inches long, of scarlet cloth when worn on blue coats, of blue twill when worn on white, khaki or gray clothes.

Stripes are stitched on the sleeve diagonally across the outside of the forearm near the elbow. On coats, the lower end of the first stripe shall be not less than two inches from the cuff end of the sleeve; on jumpers, it shall be four inches above the upper edge of the cuff.

Gold lace service stripes are worn (1) by enlisted men holding three years' continuous good-conduct awards or with 12 years' continuous service during which time records have been maintained with marks and qualifications (e) by enlisted men of the Naval Reserve who perform continuous active duty, maintaining the required records, and meet the foregoing qualifications.

UNIT CITATIONS

The Presidential Unit Citation may be awarded to any ship, aircraft, or other naval unit, and to any Marine Corps aircraft, detachment, or higher unit, for outstanding performance in action on or after 16 Oct. 1941.

Under original regulations, the ribbon could not be worn until after the second unit citation. This was modified by Alnav 137-48 as follows:

(1) When a unit has received the Presidential Unit Citation all personnel serving in that unit during the occasion for which cited, or any part thereof, wear the citation ribbon with one star permanently, regardless of where they serve.

(2) Personnel who subsequently join a unit which has been cited wear the plain citation ribbon without star and only while attached to that unit.

(3) Personnel who subsequently join a unit which has been cited wear the plain citation ribbon without star and only while attached to that unit.

(4) Flag officers and members of their staffs serving in the unit during the occasion for which cited, or any part thereof, are included in the citation.

When medals are worn, the Presidential Unit Citation is worn on the right breast; otherwise, on the left, with other ribbons.

The insignia for units cited is a bugle penannant of blue, gold and scarlet (see drawing). Ships, aircraft and tank units, etc., may display a bronze plaque with this design centered above the engraved citation (individual planes and tanks may paint the design in a suitable place). Battleships, battleships, etc., a battle streamer is authorized, with the citation engraved upon the standard. In time of peace, ships may also fly the pennant itself, and may display a painted pennant of insignia design from some place on the top hamper so as to be visible to other units.

If a unit is cited more than once, a blue star is added for each extra citation, up to a total of five stars.

Commanders of forces may issue recommendations to the Secretary of the Navy via official channels for the Presidential Unit Citation for units of their commands deemed worthy of it. Units must perform services in action above and beyond the high standard expected of our forces and outstanding as compared to services of comparable units in the same or similar actions.

A complete list of Presidential Unit Citations announced to date appears on this page. As further units are cited, the notices will appear as usual on Decorations and Citations pages.
<table>
<thead>
<tr>
<th>Name of medal or ribbon</th>
<th>Authorized by:</th>
<th>Awarded to:</th>
<th>Awarded for:</th>
<th>Time limits for recommendations or awards</th>
<th>Gratitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medal of Honor</td>
<td>Act of 21 Dec. 1916, 3 Mar. 1915, 7 Aug. 1942</td>
<td>Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.</td>
<td>Combat or noncombat.</td>
<td>Must be issued within 5 years from date of distinguished act, or recommended within 3 years of act, or service.</td>
<td>$2 per month from date of distinguished act, to enlisted men only.</td>
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<tr>
<td>Medal of Honor (1917-18) (no longer issued).</td>
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<td>Navy Cross</td>
<td>Act of 4 Feb. 1919; act of 7 Aug. 1942</td>
<td>Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.</td>
<td>Combat only.</td>
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<tr>
<td>Distinguished Service Medal</td>
<td>Act of 4 Feb. 1919; act of 7 Aug. 1942</td>
<td>Any person serving with the naval service of the United States who distinguishes himself extraordinarily in connection with military operations against an armed enemy.</td>
<td>Combat or noncombat.</td>
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</tr>
<tr>
<td>Legion of Merit</td>
<td>Act of 29 July 1942; Executive Order No. 9900 of 29 Oct. 1942</td>
<td>Personnel of the armed forces of the United States and the Philippines: 1. Officers and men of the Navy and Marine Corps who rendered meritorious service, other than in battle, during the War with Spain. 2. Officers and men of the United States Navy and the Philippine Navy.</td>
<td>Combat only.</td>
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<tr>
<td>Silver Star Medal</td>
<td>Act of 7 Aug. 1942.</td>
<td>Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.</td>
<td>Combat or noncombat.</td>
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</tr>
<tr>
<td>Distinguished Flying Cross</td>
<td>Act of 2 July 1908; Executive Order No. 3756 of 25 Jan. 1929; Executive Order No. 7765 of 8 Jan. 1942.</td>
<td>Any person, while serving in any capacity with the U.S. Navy, Air Corps, or Coast Guard, distinguished himself extraordinarily in connection with military operations against an armed enemy.</td>
<td>Combat only.</td>
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<td>Navy and Marine Corps Medal</td>
<td>Act of 7 Aug. 1942.</td>
<td>Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.</td>
<td>Combat only.</td>
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</tr>
<tr>
<td>Bronze Star Medal</td>
<td>Executive Order No. 9419 of 4 Feb. 1944</td>
<td>Any person serving with the Army, Navy, Marine Corps or Coast Guard or who distinguishes himself extraordinarily in connection with military operations against an enemy, or to any person whom the Secretary of the Navy has formerly awarded a letter of commendation for meritorious service, not involving participation in actual conflict with the enemy.</td>
<td>Combat or noncombat.</td>
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<tr>
<td>Air Medal</td>
<td>Executive Order No. 9109 of 11 May 1942; General Order No. 175 of 27 June 1942.</td>
<td>Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself extraordinarily in connection with military operations against an enemy.</td>
<td>Combat or noncombat.</td>
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<tr>
<td>Commendation Ribbon</td>
<td>AlNAV 11-44, 11 Jan. 1944.</td>
<td>All personnel of the Navy, Marine Corps and Coast Guard who receive an individual letter of commendation signed by the Secretary of the Navy, Secretary of the Army, Secretary of the Air Force, Secretary of the Treasury, or Commandant of the Coast Guard, or have distinguished himself in such capacity.</td>
<td>Combat or noncombat.</td>
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</tr>
<tr>
<td>Purple Heart Medal</td>
<td>Executive Order No. 6377 of 3 Dec. 1942; General Order No. 185 of 21 Jan. 1943.</td>
<td>Any person serving with the Army, Navy, Marine Corps, or Coast Guard of the United States who, while in the naval service of the United States, distinguished himself by meritorious achievement while participating in an aerial flight.</td>
<td>Combat or noncombat.</td>
<td></td>
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<tr>
<td>Specially Meritorious Medal, War with Spain (no longer issued).</td>
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<tr>
<td>Presidential Unit Citation</td>
<td>Executive Order No. 9650 of 6 Feb. 1942; General Order No. 187 of 3 Feb. 1943.</td>
<td>Any ship, aircraft, or naval unit, any marine aircraft detachment or higher unit for outstanding performance in action or service.</td>
<td>Combat only.</td>
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**TABLE OF NAVAL DECORATIONS AND REGULATIONS**

**Notes:**
- A gold star in award in lieu of a second award of the same decoration.
- Each additional award which carries a gratuity shall entitle the recipient to further gratuity at the rate of $2 per month from the date of the distinguished act or service for which the award is made, and shall continue throughout his active service, whether continuous or not.
MEDAL OF HONOR

MARINE CORPS BREVET

NAVY CROSS

DISTINGUISHED SERVICE MEDAL

BRONZE STAR MEDAL

AIR MEDAL

COMMENDATION RIBBON

PURPLE HEART

SILVER LIFE SAVING MEDAL

DEWEY MEDAL

SAMPSON MEDAL

NC-4 MEDAL

MARINE CORPS EXPEDITIONARY MEDAL

SPANISH CAMPAIGN MEDAL

PHILIPPINE CAMPAIGN MEDAL

CHINA RELIEF EXPEDITION MEDAL

DOMINICAN CAMPAIGN MEDAL

VICTORY MEDAL

HAITIAN CAMPAIGN MEDAL (1919-1920)

ARMY OF OCCUPATION OF GERMANY MEDAL (1918-1923)

AMERICAN AREA CAMPAIGN MEDAL

EUROPEAN-AFRICAN-MIDDLE EASTERN AREA CAMPAIGN MEDAL

ASIATIC-PACIFIC AREA CAMPAIGN MEDAL

NAVY GOOD CONDUCT MEDAL

NAVY DISTINGUISHED MARKSMAN DISTINGUISHED PISTOL SHOT

NAVY EXPERT RIFLEMAN

NAVY EXPERT PISTOL SHOT

GOLD STAR WORN IN LIEU OF SECOND AWARD OF SAME DECORATION

AWARDED TO UNITED STATES ARMED FORCES WITHOUT REFERENCE TO DEGREE; FOUR DEGREES AUTHORIZED FOR PERSONNEL OF FRIENDLY FOREIGN NATIONS.
ON RIBBONS

BRONZE STAR
MEANING VARIABILITY
ACCORDING TO REGULATIONS
FOR CERTAIN MEDALS

LEGION OF MERIT

SILVER STAR MEDAL

DISTINGUISHED FLYING CROSS

NAVY AND MARINE CORPS MEDAL

SPECIAL MERITORIOUS MEDAL

PRESIDENTIAL UNIT CITATION

AMERICAN TYPHUS COMMISSION MEDAL

GOLD LIFE SAVING MEDAL

BYRD ANTARCTIC EXPEDITION MEDAL

SECOND BYRD ANTARCTIC EXPEDITION MEDAL

CIVIL WAR CAMPAIGN MEDAL

NAVY EXPEDITIONARY MEDAL

CUBAN PACIFICATION MEDAL

NICARAGUAN CAMPAIGN MEDAL (1912)

MEXICAN SERVICE MEDAL

HAITIAN CAMPAIGN MEDAL (1915)

SECOND NICARAGUAN CAMPAIGN MEDAL

YANGTZE SERVICE MEDAL

CHINA SERVICE MEDAL

AMERICAN DEFENSE SERVICE MEDAL

MARINE CORPS GOOD CONDUCT MEDAL

COAST GUARD GOOD CONDUCT MEDAL

NAVAL RESERVE MEDAL

MARINE CORPS RESERVE MEDAL

BAILEY MEDAL

COAST GUARD EXPERT RIFLEMAN

COAST GUARD EXPERT PISTOL SHOT

* WORN IN ORDER AS EARNED, BUT IN THEIR SENIORITY AS REGARDS OTHER MEDALS AND RIBBONS.
UNITED STATES OF AMERICA TYPHOUS COMMISSION MEDAL. May be authorized for any officer who served in the Navy or Marine Corps in the Pacific between 1 March 1942, and 20 April 1945, or who was attached to any of the vessels listed in BuPers Manual, Art. A-1026, between the dates designated.

CUBAN PACIFICIFICATION MEDAL. Issued to all officers and men of the Navy or Marine Corps who served in the Caribbean or in the Pacific between 12 September 1939 and 20 December 1945, or who were attached to any of the vessels listed in BuPers Manual, Art. A-1026, between the dates designated.


MEXICAN SERVICE MEDAL. Issued to all officers and men of Navy and Marine Corps who served in Mexico or on any of the vessels listed in BuPers Manual, Art. A-1024, between the dates designated.

HAWAIIAN CAMPAIGN MEDAL (1915). Issued to any officer or man of Navy or Marine Corps who served in Hawaii during the period from 7 July to 6 December 1915, the date of the outbreak of war with Japan.

VICTORY MEDAL (World War Service Medal). Issued to all persons in the naval service of the United States who served in the United States Navy or Marine Corps during World War II, in the Pacific or in any of the vessels listed in BuPers Manual, Art. A-1019, par. 2, between the dates designated.

ARMY OF OCCUPATION OF GERMANY MEDAL. Issued to all officers, Army nurses, warrant officers and enlisted men of the armed forces (or former members thereof) who served in Germany, Austria, Hungary, or in the former German-speaking regions of Italy, during the period from 12 November 1918 to 11 July 1923. Does not entitle any person who served on detached vessels in port unless detained for duty ashore.


SPANISH-CUBAN CAMPAIGN MEDAL. Issued to all who were in the naval service between 25 April 1898 and 16 December 1898.

PHILIPPINE MEDAL. Issued to officers and men of the Navy who served in the Philippines, and to those who served in the defense of Wake Island between 27 August 1941 before the engagement took place, and 21 December 1941, and to those serving on board vessels listed in BuPers Manual, Art. A-1024, between the dates designated.

CHINA SERVICE MEDAL. Issued to officers and men of the Marine Corps who participated in operations in China between 1 September 1937 and 26 June 1941, and to those serving on board vessels listed in BuPers Manual, Art. A-1024, between the dates designated.

AMERICAN DEFENSE SERVICE MEDAL. Issued to all persons in the naval service who were awarded the active duty service ribbon.

Fuller information on Decorations, Medals and Badges may be found in BuPers Manual, Chapter 1, Part A. A Medal and Badges, concerning area campaign and other medals, Presidential Unit Citations, Army and foreign decorations, and stars, clasps and letters, may be found on pages 33-41 of this issue.
AREA CAMPAIGN MEDALS

These are awarded to members of U. S. land and naval forces who, between 7 Dec. 1941, inclusive, and a date 6 months after the end of the war, served in areas with continental limits for 30 days (must be consecutive if on temporary or temporary additional duty; see detailed rules and explanations below).

The three areas for which area campaign medals are awarded, and their geographical definitions (see also map above), are as follows:

AMERICAN AREA. East boundary: From the North Pole, south along the 70th meridian west longitude to the 100th meridian west longitude, thence north along the 50th parallel north latitude and the 100th meridian west longitude, thence west along the 35th meridian west longitude, thence north along the 90th parallel north latitude, thence west along the 80th meridian west longitude, thence south along the 40th parallel south latitude, thence west along the 115th meridian west longitude, thence south along the 5th parallel south latitude, thence west along the 118th meridian west longitude, thence north along the 49th parallel north latitude, thence west along the 112th meridian west longitude, thence south along the 13th parallel south latitude, thence west along the 116th meridian west longitude, thence north along the 35th parallel north latitude, thence west along the 114th meridian west longitude, thence south along the equator, thence west along the 95th meridian west longitude to the North Pole. From the North Pole, south along the 10th parallel north latitude, thence west along the 134th meridian west longitude to the 30th parallel north latitude, thence west along the 130th meridian west longitude to its intersection with the 120th meridian west longitude, thence north along the 120th meridian west longitude, thence east along the 10th parallel north latitude, thence north along the 49th parallel north latitude, thence east along the 70th meridian east longitude to the South Pole. West boundary: From the North Pole, south along the 125th meridian east longitude to its intersection with the 60th parallel north latitude, thence west along the 125th meridian east longitude, thence south along the 45th parallel south latitude, thence west along the 100th meridian west longitude, thence south along the 30th parallel south latitude, thence west along the 115th meridian west longitude, thence south along the 5th parallel south latitude, thence west along the 118th meridian west longitude, thence north along the 49th parallel north latitude, thence west along the 112th meridian west longitude, thence south along the 13th parallel south latitude, thence west along the 116th meridian west longitude, thence north along the 35th parallel north latitude, thence west along the 114th meridian west longitude, thence south along the equator, thence west along the 95th meridian west longitude to the North Pole.

EUROPEAN-AFRICAN-MIDDLE EASTERN AREA. East boundary: From the North Pole, south along the 11th parallel north latitude, thence west along the 40th parallel west longitude, thence south along the 60th parallel south latitude, thence west along the 30th parallel west longitude, thence south along the 20th parallel south latitude, thence east along the 100th meridian west longitude to the American area. West boundary: Coincident with the west boundary of the American area.

Area campaign medals are authorized under any one of the following conditions:

(a) Sea duty. Attached to and serving on board a Navy or Coast Guard vessel, or any other to which regularly assigned, in the designated area, or as a member of an organization being transported for duty in an area aboard such vessels, for a period of 30 days. This service need not be continuous nor in the same vessel.

(b) Shore duty. Attended to and regularly serving on shore in a designated area for a period of 30 days. Such service need not be continuous nor in the same locality, but must be within the designated area.

(c) Any combination of (a) and (b) that will aggregate 30 days in a designated area.

(d) Patrols. Service in patrol vessels or aircraft operating in or above ocean waters, provided the individual has been attached to such units for a period of 30 days and has performed regularly required patrols. This provision is applicable even though the base from which such vessels or aircraft operate is not within U. S. continental limits.

(e) Combat. In all cases where a vessel, aircraft, or other unit engages in combat with, attacks, or is attacked by enemy forces, all personnel serving in that vessel, aircraft or other unit immediately become eligible for the appropriate area medal without reference to the 30-day provision. However, the certain presence of enemy forces, especially in the case of enemy submarines, must be established.

(i) Hazardous duty. Engaging in any service in a designated area which, in the opinion of the appropriate fleet or administrative commander or Commandant, U. S. Marine Corps, is equally as hazardous as combat duty renders the individuals concerned immediately eligible for the appropriate area medal without reference to any time limitation. This applies to such operations as mine recovery and disposal, bomb disposal, or equally hazardous operations.

(g) Passengers. No individual on a hospital ship are considered attached to the ship rather than passengers.

(b) Temporary or temporary additional duty. No person on such duty is eligible unless it includes a period of at least 30 days consecutive duty in a designated area or unless he engages in combat with or is subjected to attack by enemy forces.

(i) In any case, service which entitles an individual to a clasp or star as defined in existing orders also entitles him to the ribbon of the area in the service is rendered.

Outside continental limits of the United States means more than three miles offshore. Coastal duty inside that area would not be considered outside continental limits. For the purposes of these medals, Alaska is considered as outside U. S. continental limits.

Pending issue of the medals (after the war), service ribbons were authorized to be worn in lieu of them. For participation in certain operations or engagements, a bronze star is worn. A silver star is worn on the ribbon in lieu of each five bronze stars.

A complete list of the only operations and engagements for which stars have so far been approved is given in the INFORMATION BULLETIN, October 1944, p. 66. As future lists are authorized, they will be printed in the BULLETIN.

DELEGATED AUTHORITY FOR AWARDS

The Commander in Chief, United States Fleet; the Commander in Chief, Pacific Fleet; the Commander in Chief, Atlantic Fleet; and the Commanders in Chief, 2d, 4th, 7th, 8th, and 12th Fleets, have been delegated authority by the Secretary of the Navy to award the Navy Cross, the Legion of Merit, Silver Star Medal, Distinguished Flying Cross, Bronze Star Medal, Navy and Marine Corps Medal, Air Medal and Purple Heart.

Commanders in chief may delegate their authority to make awards to any flag commands within their fleets when such delegation will work to facilitate promptness in making awards.

Authority to award the Purple Heart may be delegated by fleet commanders to officers in the Navy and Marine Corps senior to the rank of captain (colonel) who are exercising command, and to island commanders of the rank of captain (colonel).

Authority to award the Commendation Ribbon, previously confined to SecNav, Cominch, CinCPac and CinCLant, has been extended by Alnav 179 to fleet commanders of the rank of vice admiral or above, effective 13 Sept. 1944. Wearing of ribbon is not authorized for commendations by fleet commanders, other than a commander-in-chief, issued prior to this date. Delegated authority is not extended to taskforce commanders or other flag officers not fleet commanders.
IT'S COLOSSAL

So complex and so urgent has the problem of supply and maintenance proved in this war that BuPers is working on plans to establish logistics as a permanent major specialty for officers.

"Git there fustest with the mostest" was a military axiom even before General Forrest stated it so pungently. But this war has dwarfed all previous conceptions of the necessity and potentiality of logistics. Admiral King has called the problem of supplying and supporting our forces in all parts of the world, over tremendous distances, "nothing short of colossal." It follows that the achievements of those who are meeting these problems must be similarly described.

Take just one phase of the job: the problem of making it unnecessary for combatant ships to return thousands of miles to ready themselves for new actions. The personnel and equipment now making it possible for ships to stay in action week after week are contributing mightily to the quickening pace of our offensive in the Pacific.

The larger story of the miracle of supply and maintenance is being told as thoroughly as security permits. This month, the INFORMATION BULLETIN is able to publish an account (see page 6) of the "A" fleet, the auxiliary vessels which have made possible the tremendous strikes of the ships of the line. The personnel who plan and build and operate these auxiliaries may take satisfaction in the knowledge that they are a link without which the chain of victory could not be forged. In the essential drudgery of their tasks it may be some lift to them to know that those who direct the war and those who man the fighting ships are deeply appreciative of their efforts.

QUOTES OF THE MONTH

• Admiral Chester W. Nimitz, USN: "The conclusion that we must expect a struggle of many months duration in the Pacific is based on facts—facts of geography, facts of logistics, facts of available tonnage, and facts of military and naval science."

• Pvt. George Klym, Yank soldier just blinded by a Jap bullet in New Guinea: "Don't move me. Just show me where to shoot."

• Joseph Goebbels, Nazi propaganda minister: "The general developments of the war have proved a considerable setback to our opportunities."

• Lt. Gen. Walter Krueger, USA, commander 6th Army: "If we could get the Japs all in one place, we could put a similar force against them and there wouldn't be any doubt about the result. But we are not fighting that kind of war."

• Under Secretary of the Navy Ralph A. Bow: "If we settle for anything less than a total knockout it simply means that we will have to take the stage over and over again—a war that our children will not have to wage."

• Maj. Gen. Allen H. Turnage, USMC, commander of 3rd Marine Division, at dedication of cemetery on Guam: "Only by the grace of God, we speak today instead of being spoken of."

1. 20-21 Sept.—U. S. Central Pacific forces occupy Ulithi.
2. 20-23 Sept.—3d Fleet carrier planes sweep Luzon; destroy 593 Jap planes, 68 ships.
3. 22 Sept.—British 8th Army takes Rimini.
4. 22 Sept.—Russians take Tallinn.
5. 24 Sept.—Red Army crosses Hungarian frontier.
6. 25-26 Sept.—Allied airborne army evacuated from Arnhem.
7. 26 Sept.—British amphibious force lands in Greece.
8. 26 Sept.—U. S. Army B-29s raid Manchuria.
9. 27 Sept.—Allies disclose landings in Albania.
10. 1 Oct.—Canadians take Calais.
11. 8 Oct.—Pacific Fleet warships shell Marcus Island.
12. 9 Oct.—Carrier planes of 3d Fleet attack Ryukyu Islands; destroy 89 Jap planes, sink or damage 8 ships.
13. 11-16 Oct.—3d Fleet carrier planes attack Formosa and Philippines; destroy 915 Jap planes, 128 ships; beat off heavy Jap aerial counterattacks.
15. 13 Oct.—Germans evacuate Athens.
17. 14, 16, 17 Oct.—B-29s raid Formosa.
18. 15 Oct.—Red Army takes Petsamo.
19. 16 Oct.—Germans admit Russian invasion of East Prussia.
21. 20 Oct.—U. S. 1st Army takes battered Aachen.
22. 20 Oct.—Russians, Yugoslav partisans take Belgrade.
The War

Supported by the 3d and 7th Fleet, American forces landed last month in the central Philippines (see p. 2).

In Europe, meanwhile, Allied armies hacked relentlessly at Hitler's Westwall, drove into East Prussia and overran more Nazi-conquered territory in the Balkans and along the Baltic.

As Allied Southwest Pacific forces had consolidated their foothold on Morotai, south of the Philippines, our Central Pacific forces proceeded systematically with mopping up Jap resistance in the Palau Islands. With the last pockets of fanatical enemy troops isolated on Peleliu, marines and Army troops moved on to nine more small islands in the group. Other forces landed on Ulithi and Ngulu atolls, also in the western Carolines.

Our submarines recently have found still better hunting in Far Eastern waters, reporting on 18 October the sinking of 32 Jap ships, including seven combatant vessels. These, together with the 11 reported sunk on 5 October and the 32 reported on 28 September by British subs, brought last month's total to 76 ships.

Commenting on the general enemy attrition at sea, Secretary of the Navy Forrestal said that the Japanese have been hit so hard in the past month that further losses would seriously limit "their free movement at sea." He said there was a level in tonnage below which the Japanese would be in serious difficulty.

"We think," he said, "that their losses now are below that point."

Between strikes at the Philippines, the 3d Fleet attacked Marcus Island, where its surface ships blasted shore defenses into silence. There was no aerial opposition, due perhaps to the extremely heavy plane losses the Japs had suffered previously in that area. Marcus had been an important air base from which the Japs sent scouting flights in all directions to detect the approach of American units.

Following 3d Fleet carrier plane assaults on Formosa in mid-October, large forces of U. S. Army B-29s from bases in China made three powerful attacks in four days on this Japanese bastion north of the Philippines. Their reconnaissance photos of the great naval and supply base at Okinawa showed that 34 out of 36 target buildings had been destroyed. Harried Jap
In Burma, Indian troops captured Nazis resisted our advances fiercely.

The Japanese had launched their unsuccessful Tiddim, the base from which the Jap-invasion of India early this year.

October were advances toward Kwei-

Based on a three-month average, each

The only Japanese successes during October were advances toward Kwel-
in, site of a U. S. air base, and the capture of Foochow, major port on China's east coast opposite Formosa.

In Burma, Indian troops captured Tiddim, the base from which the Japanese had launched their unsuccessful invasion of India early this year.

Behind the Siegfried Line the Nazis resisted our advances fiercely.

at Aachen and other strong points. Aachen, one of the principal gateways into the Reich, stubbornly held out after spurning an American ultimatum to surrender or face destruction. A terrific aerial and artillery bombardment of 1,600 tons was unleashed on the city after the 12 October deadline passed, and the Yanks moved in. On 20 October the city, with a pre-war population of 160,000, was taken by the U. S. 1st Army.

At the north end of the 450-mile western front the Germans chalked up their biggest defensive success by forcing the withdrawal of the Allied airborne forces which had established a bridgehead across the lower Rhine at Arnhem. This was a tragedy for the 6,000 or more sky troops that made the descent and fought in an "island of hell" for 11 days. Only 2,000 stragglers emerged, leaving behind 1,500 wounded and the remainder killed or captured. Nevertheless, the 1st Airborne Division fought enabled Allied forces to move in force across the Waal, larger branch of the Rhine, in a threat to outflank the Siegfried Line.

South of the Aachen sector the U. S. 3d Army was fighting close-range battles for the small towns in the Metz system of fortifications. The 7th Army, before the Belfort Gap, was in a similar situation, making small but steady gains.

The Canadian 1st Army pushed through the Netherlands in an effort to win for the Allies the use of the great port of Antwerp. Its objective was to clear the estuary of the Schelde River below the port, where an estimated 15,000 Germans were holding out. Far behind the front lines, the Canadians captured Boulogne and Calais.

On the eastern front there was a lull early in October as the Red Army concentrated on its Balkan campaign. The Russians smashed 25 miles inside Czechoslovakia and Hungary. They joined forces with Marshal Tito in Yugoslavia and soon were fighting in the streets of Belgrade. A week later its capture was announced. Then, on 8 October, Marshal Stalin announced that an offensive had been launched in Lithuania. The Red Army advanced 62 miles and on a 175-mile front and captured 2,000 places. Riga, capital of Latvia, fell on 13 October, freeing two Red armies for a push against East Prussia. That a push already had penetrated into East Prussia was admitted in German communiques. Far to the north, in Finland, other Red Army troops took Petsamo and were helping the Finns to clear their country of remaining German troops.

A terse announcement by the Polish radio on 8 October marked the end of the epic of Warsaw. In the shattered Polish capital, exhausted survivors of the patriot force that had risen to seize the city and cross over into the Red Army, gave up the hopeless struggle. For 83 days they had held out with hoarded rifles, machine guns and grenades against mighty tanks, cannon and flame throwers. Allied planes had dropped food and arms, but with half of Warsaw leveled, a fifth of the population killed or wounded and no immediate hope of relief, the patriots under General Bor surrendered.

To the south the U. S. 5th Army and the British 8th battered at the Gothic Line. On the east end of the line the British captured Rimini, which the Germans had made "impenetrable" with concrete pillboxes, minefields and barbed-wire entanglements, and stood poised before the plains of Lombardy. The 5th rushed through the mud to within nine miles of Bologna.

**CASUALTY FIGURES**

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<tr>
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<th>Casualties among naval personnel through 20 October totaled 68,743.</th>
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<tr>
<td></td>
<td>Total since 7 Dec. 1941:</td>
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<tr>
<td></td>
<td>Dead</td>
</tr>
<tr>
<td>U. S. Navy</td>
<td>17,829</td>
</tr>
<tr>
<td>U. S. Marine Corps</td>
<td>8,350</td>
</tr>
<tr>
<td>U. S. Coast Guard</td>
<td>522</td>
</tr>
<tr>
<td>Total</td>
<td>27,099</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.*
Navy News

- How two artificially created invasion harbors were moved from England to Allied beachheads in Normandy last June to aid the landing of troops and supplies was announced by President Roosevelt last month at a press conference at which he illustrated the operation with scale models. About 600,000 tons of old stone-laden shipping were deliberately sunk to form the breakwaters that enabled troop and supply ships to enter calm waters. There they discharged their loads on a floating causeway extending out 3,000 feet from the beach.

The harbors, one British and the other American, were designed for a total capacity larger than Cherbourg's. When they were nearing completion, however, a fierce three-day gale destroyed a large part of the American artificial port. The British port, in more sheltered waters, was not damaged. Since then the American harbor has been partially replaced, and it is possible for the Allies to unload about 20,000 tons of cargo a day.

- Eleven more air groups and squadrons have been returned to the U.S. for rest and reformation after tours of duty in the Pacific (see INFORMATION BULLETIN, Oct. 1944, p. 15). Hundreds of Jap planes and thousands of tons of shipping have been destroyed or damaged by their bombs and torpedoes. Following are thumbnail sketches of their records:

**Air Group 1—Using cannon-firing Helldivers from carriers for the first time, its pilots destroyed 101 planes in combat and 104 on the ground, and sank or damaged 38 Jap ships, including three carriers.**

**Air Group 10—Conducted 2,800 sorties in a six-month period, shot down 98 planes, probably destroyed 10 others, damaged 23 in aerial combat and destroyed 193 on the ground; sank 16 ships, including two destroyers, and damaged 62, including two carriers, two destroyers and a cruiser.**

**Air Group 25—Averaged four hours a day in the air for 28 days, destroyed 120 Jap planes, sank 20, sank a light cruiser and 4,000-ton cargo ship, damaged two destroyers and 15 cargo ships.**

**Patrol Squadron 12—Averaged 322 air hours per pilot from 1 February to 31 July, rescued 17 downed flyers in open-sea landings, did night spotting for artillery.**

**Patrol Squadron 13—Operated 18 months without losing a plane, shot down five Jap Betty's, probably downed two more and probably destroyed one.**

**Patrol Squadron 81—Teaming up with PT-boats at night, it sank 34 barges and two merchant ships, damaged 22 barges.**

**Patrol Squadron 91—Made 20 open-sea landings and rescued 52 aviators and PT crewsmen adrift in Pacific.**

**Composite Squadron 29—Destroyed 38 enemy planes, probably destroyed 8.**

**Composite Squadron 41—Made 375 individual strikes against enemy installations, used 121 tons of high explosives and 222,000 rounds of ammunition. Its pilots averaged 826 air

hours during a nine-month cruise.**

**Bombing Squadron 108—First Navy Liberator squadron to bomb from mast-head height, it sank 20 and damaged 22 Jap ships, shot down 22 planes and damaged 13.**

**Bombing Squadron 142—Lost one plane in 325 bombing sorties; sank five ships, damaged six.**

**Admiral Ernest J. King, USN, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, and members of his staff, concluded a conference last month in San Francisco with Pacific Ocean Area officers on aspects of the campaign against Japan.**

At
tending the strategy meeting were Secretary of the Navy Forrestal, Admiral Chester W. Nimitz, USN, Commander-in-Chief, Pacific Fleet and Pacific Ocean Areas; Admiral Raymond A. Spruance, USN, Commander, 5th Fleet, and staff officers of the Pacific command; Vice Admiral D. W. Bagley, USN, Commander, Western Sea Frontier; Vice Admiral G. M. Cooke Jr., USN, Chief of Staff, Comin ch; Vice Admiral Aubrey W. Fitch, USN, Deputy Chief of Naval Operations (Air), and Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel.

Vice Admiral Edwards

Named Deputy Comin ch

And Deputy CNO

Vice Admiral Richard S. Edwards, USN, has been appointed Deputy Commander-in-Chief, U. S. Fleet, and Deputy Chief of Naval Operations. The new post has been created due to the expansion of U.S. naval activities, making it necessary for Admiral Ernest J. King, USN, Commander in Chief, U. S. Fleet, and Chief of Naval Operations, to delegate some of his duties to a deputy. Vice Admiral Charles M. Cooke Jr., USN, has relieved Vice Admiral Edwards as Chief of Staff, Commander-in-Chief, U. S. Fleet. Vice Admiral Edwards has served on the staff of Admiral King since 2 Jan. 1942, first as Deputy Chief of Staff and, since 15 Aug. 1942, as Chief of Staff.

Following announcement of these changes last month, Admiral King explained to news reporters that the duties for which he is responsible to the President and the Secretary of the Navy have been increasing during the past few months in variety, complexity, scope and volume.

"Naturally, I have to have an appropriate organization to enable me to perform these duties efficiently," he said. "Accordingly, the well-known principle of "division of labor" was invoked. Instead of these duties being chiefly managed for me by two people—Vice Chief of Naval Operations and Chief of Staff, U. S. Fleet—they are now to be managed for me by three people—Vice Admiral Edwards as Deputy Commander In Chief—Deputy Chief of Naval Operations, Vice Admiral Frederick J. Horne as Vice Chief of Naval Operations, and Vice Admiral Cooke as Chief of Staff, U. S. Fleet."
Marine air squadrons will operate from Navy carriers in support of amphibious and ground movements, it was announced last month. Hereafter, Marine air groups have operated from land bases because, since the invasion of Guadalcanal, all available Marine flyers were needed for offensive and defensive land-based operations from captured Pacific islands.

The President has approved a plan submitted by the Navy Department providing for the acceptance of Negro women in the Women's Reserve of the Navy. The plan calls for the immediate commissioning of a limited number of especially qualified Negro women to serve as administrative officers. They will assist in the subsequent planning and supervision of the program for Negro women, which will be administered as an integral part of the Women's Reserve. Enlistment of Negro women will be undertaken as soon as these plans have been completed and it is presently indicated that the first Negro recruits will enter training shortly after 1 January. Officer candidates and enlisted women will be trained at existing schools for the training of Waves. The number to be enlisted will be determined by the needs of the service.

Rawleigh Warner, vice-president and treasurer of the Pure Oil Co., has been awarded the Distinguished Civilian Service Award for his service to the Navy as chairman of the Procurement Review Board. He also made a major contribution to the reorganization and improvement of the Navy's training organization, and made a study which resulted in substantial improvements in the intelligence organization.

A slow, lightly armed Kingfisher observation plane recently shot it out with three Jap Zeros over Iwo Jima, shooting one down and escaping from the other two. One of the Zeros made a stern approach, and Lieut. Robert W. Hendershott, USNR, of Bend, Ore., fired a burst which apparently killed the Jap pilot, for the Zero roared into the Kingfisher and sheared off the tip of its starboard wing before crashing into the sea. Bullets from the second Zero missed the pilot's leg by inches and punctured the oil tank, but both Zeros pulled away when the Kingfisher reached its protective screen of destroyers and cruisers.

The minesweeper YMS 609, which was at sea during the September hurricane in the Atlantic, has not been heard from and is presumed to be lost.

Lieut. John A. B. Elliott, USNR, (ret.), 29, Winnetka, Ill., an instructor in seamanship and damage control at the Naval Reserve Midshipmen School, Northwestern University, (Abbott Hall), Chicago, for more than a year, spent most of his authorized leave time last month at BuPers in Washington pleading for foreign or sea duty. His request could not be granted: Lieut. Elliott, who already has had more than a year and a half at sea in this war, lost a leg when his ship was torpedoed off_Curacao in the West Indies on 12 Nov. 1942 and spent an hour in the water before he was picked up and hospitalized.

More than 2,200 churches and religious institutions which have provided clergymen as chaplains were honored by the Navy on "Recognition Day," 8 October. Certificates were issued to the congregations, together with a letter from Secretary of the Navy Forrestal, expressing the appreciation of the Navy Department for sacrifices made by these organizations in releasing their clergymen to the Navy. Throughout the country, district commandants and district chaplains presented certificates to churches within their respective districts.

Box Score in the Pacific

The following box score of losses inflicted upon the Japanese by the 3rd and 5th Fleets was released 18 October by Secretary of the Navy Forrestal. It does not include numerous small craft sunk or damaged.

<table>
<thead>
<tr>
<th>Aircraft Shot Down</th>
<th>Aircraft Destroyed On Ground</th>
<th>Total Planes Destroyed</th>
<th>Ships Sunk</th>
<th>Ships Probably Sunk, Damaged</th>
<th>U.S. Aircraft Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marianas, Bonins, Volcanos, Palau, Yap (6 June to 7 August)</td>
<td>875 276 1,151</td>
<td>85</td>
<td>175</td>
<td>187</td>
<td></td>
</tr>
<tr>
<td>Philippines, Halmahera, Palau (30 August to 23 September)</td>
<td>376</td>
<td>592</td>
<td>968</td>
<td>137</td>
<td>182</td>
</tr>
<tr>
<td>Bonins, Volcanos (30 August to 1 September)</td>
<td>11</td>
<td>35</td>
<td>46</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Ryukyus, Formosa, Luzon (9-16 October)</td>
<td>565</td>
<td>350</td>
<td>915</td>
<td>128</td>
<td>184</td>
</tr>
<tr>
<td>Totals</td>
<td>1,827</td>
<td>1,253</td>
<td>3,009</td>
<td>356</td>
<td>549</td>
</tr>
</tbody>
</table>

* Does not include operational losses.
SEAGOING BOXCARS: The LST is seen in another role, this time ferrying loaded railroad cars from England to France.

- Three Japanese destroyers have been sunk recently by the .50-caliber machine-gun fire of Navy Hellcat fighters. In the strafing attacks each plane brought six guns to bear on the target. They raked the hulls at the water line, as well as the decks, and caused fires and explosions. Six strafing runs were necessary to sink one destroyer, while only one and two runs sank the others.

- A Navy flyer—Lieut. David S. Crockett, USN, of Indianapolis, Ind.—and 23 other prisoners of war accepted the surrender of the Toulon arsenal and 500 Germans during the Allied invasion of southern France. Lieutenant Crockett, a distant relative of the original Davey, had been shot down last week in a mission over Toulon and taken prisoner. After prolonged shelling and bombing of the arsenal, the German commanding officer summoned the Navy flyer to his quarters, unstrapped the gun from his waist, and said: "The war is finished." Lieutenant Crockett and his fellow prisoners then marched the German garrison out of the arsenal with their hands over their heads and turned them over to French Forces of the Interior.

- A shallow-draft convoy made up of 14 car floats, two cranes and other marine equipment which ordinarily would be transported on the decks of Liberty ships was towed and escorted across the Atlantic to Cherbourg recently by naval tugs. The fleet of 51 units, some riding pick-a-back on the larger floats, made the crossing in 26 days under command of Lt. Comdr. Edgar L. Raymond, USCG. Damaged rudders, motors and other breakdowns were repaired at sea.

- Rear Admiral Felix X. Ggygaz, USN, commander of the Navy Yard, Norfolk, Va., has been ordered to duty as commanding officer of the 1st Naval District, with additional duty as commandant of the Navy Yard, Boston, Mass. He succeeds Rear Admiral Robert A. Theobald, USN, who is being placed on the retired list. The new commandant of the Navy Yard at Norfolk will be Rear Admiral Carl H. Jones, USN, who has had a command in the Pacific.

- The 30-year-old uss Texas pumped nearly 1,000 14-inch 1,500-pound shells into German positions in Normandy and southern France, it was revealed last month by her skipper, Capt. Charles A. Baker, USN. After five months in the European battle zone, the Texas is now being re-gunned and overhauled at the Brooklyn Navy Yard.

During the bombardment of Cherbourg on 25 June, Captain Baker said, the Texas had difficulty at first spotting the prearranged targets, as a ground haze covered the beach area. After about a minute and a half, however, the gunners were on the target and probably knocked out two of five heavy gun emplacements.

"It was at Cherbourg that we were hit twice by enemy 240- and 280-mm. shells," Captain Baker said. "The first struck the conning tower, smashing the lower part of the bridge, killing the helmsman and wounding eight men. The second . . . penetrated the port side and came to rest in a warrant officer's cabin, where it failed to explode. We still have the dud, and the men hope to mount it on the forward deck as a souvenir of the engagement."

- Civilian personnel of naval training centers led the Navy in war bond participation during September for the ninth consecutive month, with 94.9% of personnel investing 17.6% of pay in bonds. Total Navy purchases of war bonds during September reached $551,257,925—second highest total in the history of the Navy war bond program, exceeded only by July 1944. This was an increase of 94.6% over total purchases in September 1943. Total purchases by Navy uniformed and civilian personnel since October 1941 has reached $796,079,342.

- To increase the Navy's repair facilities in the Houston, Tex., area, a new floating drydock capable of handling vessels up to the size of oilers will be provided at the Brown Shipbuilding Co. plant there. Berthing facilities also will be provided for four vessels, with drafts up to 30 feet.

- Ingenious Seabees have salvaged considerable Japanese equipment captured in the Gilberts and Marshalls and have rebuilt and remodeled it to meet our requirements. At Tarawa, Jap trucks and motorcycles were repaired and taken along by Navy men when they moved to Kwaialin. A Japanese lathe, drill press and power hack-saw were rebuilt at Roi-Namur. A two-sack Jap concrete mixer was fitted with a new engine and has been serving as a central mixing plant at Ebeeye. The Japs destroyed beyond possibility of salvage most of the Defense locomotives, power car and track they used in hauling equipment about the atolls, but the Seabees have made good use of the steel rails for stringing telephone wire and reinforcing small piers and as guy stakes for radio masts and anchors for submari nes.

- A new Navy oil tanker was christened the uss Soudvaris during in honor of an Indian chief who is credited with teaching white men the useful qualities of oil in the 17th century.

Former Prisoners of Japs Among Invaders of Palau

Two Marine officers who escaped from a Japanese prison camp in the Philippines have landed at Peleliu on their way back. They are Lt. Col. Austin C. Shofner and Maj. Michiel Dohervich, who made the famed "march of death" from Bataan (Information Bulletin, March 1944, p. 10.)

The officers would especially like to meet the Jap commanding officer of the prison camp, who told them: "This is a struggle to the death. The Japanese are going to exterminate you. Japan and the United States will be enemies forever."

"Now we are nearing the real climax," said Major Dohervich. "We have a score to settle. We know how the Japs operate. We have seen our fellow Americans killed."
of an inch to one foot, the model is 10 inches high, 36 inches long and 4 inches wide. Nine thousand five hundred matches were used.

- It happened at NTC, Bainbridge, Md., according to the Mainheech, station paper:
  The duty officer answered the phone in his office:
  "I'm John Smith, apprentice seaman of Co. 3124," said the voice at the other end. "I'm in the fifth day of my nine-day recruit leave. Would it be all right if I came back to Bainbridge tomorrow?"

"Where are you now, Smith?" asked the DO.
"Home, sir," said Smith.
"Well, what's the trouble, Smith?"
"I'm homesick, sir."

- Skipper the Bear, mascot of NCBD 3050, Camp Lee-Stephenson, Quody Village, Me., was placed on a strict diet following an illness which resulted from a shower of candy, ice cream and coca-cola, the gifts of well-meaning Seabees.

- A 15-minute noonday program of news and recorded music has been inaugurated at the Armed Guard Center, Brooklyn, N. Y., and reaches men on the main deck over the public address system during chow.

- A gun from the old USS New Orleans, salvaged from a junk pile by Chief Gunner Maurice Shea, USN, now decorates the west gate at Naval Repair Base, New Orleans, La. A Hotchkiss semi-automatic Mark IV, the three-pounder was manufactured at the Washington Navy Yard. The New Orleans was placed out of commission at Mare Island Navy Yard in 1932.

How the gun got to New Orleans is a mystery.

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**The Home Front**

- All manpower controls over veterans of the present war were abolished last month by Paul V. McNutt, chairman of the War Manpower Commission, leaving them free to obtain any kind of civilian work. Previously, veterans were exempt from manpower controls for 60 days after their discharge. Now they need no statement of availability from previous employers to change jobs. Also, they may be hired without going through the U. S. Employment Service.

- About 5,000,000 persons will be changing jobs in the year following Victory-in-Europe day, the Office of War Information estimates, but a substantial part of these workers will be absorbed in reconversion of industry. The report declared that in most cases "a war job will continue to be the best job for at least six months after V-E day." It forecast easing of gasoline rationing gradually over several months and the end of passenger tire rationing within three months after V-E day.

- Selective Service has directed local draft boards to abolish the limited service classification, 1-A (L), because the armed services no longer are calling for men qualified for limited duty. Boards also were directed to place men 38 years of age and older in the 4-A classification. All men who have been honorably discharged or discharged under honorable conditions from the armed forces will be placed in 1-C, where they will not be subject to call under present regulations.

- New training courses designed to teach nearly one million junior hostesses in 2,000 USO clubhouses how to help servicemen become readjusted to civilian surroundings were begun last month. The emphasis has been changed, USO officials said, from sending the serviceman away with cheerful remembrances of the U. S. to helping him become oriented once more to the American community. Hostesses are warned not to refer to battlefront experiences.

- Steamship companies are planning a post-war career for the Navy's LSTs as coastwise merchant ships, automobile carriers on the Great Lakes and cargo feeder ships in some parts of the Caribbean. Steamship lines handling lumber and other commodities along the Pacific Coast are particularly interested in obtaining the landing craft. No sales price has yet been worked out by federal officials.

- President Roosevelt has directed Secretary of Agriculture Claude R. Wickard and Brig. Gen. Frank T. Hines, administrator of veterans' affairs, to make a report on the prospect for discharge of veterans in the field of agriculture. More than a million members of the armed forces, the President said, have indicated their interest in becoming farmers and ranchers in civilian life. He suggested that some means be devised to give farm training to those untrained, and to reserve them on land agricultural tracts from which they could make a living.
THE WAR AT SEA

OFFICIAL REPORTS: 21 SEPTEMBER THROUGH 20 OCTOBER

All Dates Local Time at Scene of Action Unless Otherwise Indicated.

21 SEPTEMBER

U. S. Pacific Fleet Communique

The 1st Marine Division made minor gains in a northern direction along the western ridge of Peleliu Island on 20 September (West Longitude date), facing stiff opposition from the enemy troops entrenched on this terrain. Our attack was preceded by gunfire from cruisers and destroyers and a heavy air barrage.

Meantime our forces occupied the entire east coast of Peleliu Island and the island of Ngabat.

U.S. enemy equipment has been captured, consisting of six trench mortars and 31 machine guns, and an additional 10 enemy aircraft have been found destroyed on the airfield.

The 1st Division is continuing mop-up operations on Angaur. Enemy troops killed on Peleliu number 7,752. Enemy troops killed on Angaur number 850.

The airfield and installations on Habelthup and the seaplane base on Angaur were bombed on 24 September. 17th AAF Thunderbolts strafed and bombed gun emplacements on Pagan in the Marianas on 19 September.

Aircraft of the 4th Marine Aircraft Wing bombed storage areas at Rota Island on 18 September and sank a tanker on 19 September, causing several explosions and starting fires. 16th AAF bombers attacked Iwo Jima in the Volcano Islands on 18 September. There was no counteraircraft fire.

Truk Atoll was the target of 7th AAF Liberators on 18 September. Sixty-nine tons of bombs landed on the island. Four enemy aircraft attempted interception. Antiaircraft fire was heavy. Three Liberators were slightly damaged but all returned to base.

Venturas of Fleet Air Wing 4 bombed Paramushiru in the Kurils on 19 September. During the day a single 11th AAF Mitchell bomber attacked Paramushiru, encountering meager antiaircraft fire. All planes returned safely.

Corsair and Dauntless divebombers of the 4th Marine Aircraft Wing attacked Wotje, Truk, and Kusaie on 19 September. Bivouac areas, storage areas and communication fields of the island were bombed. Meager antiaircraft fire was encountered.

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet swept the island of Luzon in the heart of the Philippines on 20 September (West Longitude date) striking in great force at shipping in Manila Bay and landing in Subic Bay, at enemy installations at Clark Field and Nichols Field near Manila, and at the Cavite naval base.

One hundred and ten enemy aircraft were shot down and 126 enemy tanks and 150 enemy trucks were destroyed on the ground. The following additional damage was inflicted on the enemy:

Enemy ships sunk: One large destroyers, four large oil tankers, one small oil tanker, two large cargo ships, one medium cargo ship, two small cargo ships.

Enemy ships damage: Unlikely to survive:

1. Destroyer, two large oil tankers, one large transport, 10 large cargo ships, 12 medium cargo ships, one floating drydock, two barges.

2. In addition to the heavy shipping and aircraft losses inflicted upon the enemy, much damage was done to military objectives on land adjacent to Clark Field and Nichols Field, and to the fields themselves. Our losses were few in number.

On the same day the 12th AAF obliterates direct hit with a bomb on the enemy. The enemy also chins a large motor boat sunk near Morotai Island and set her on fire. The enemy also found an enemy 200-ton transport.

On the 19th the enemy attacked our light anti-aircraft forces operating in the Gulf of Leyte with two 500-ton tankers.

On the 19th, 21st, and 29th, the enemy launched night raids against the islands of Bataan, Corregidor, and Luzon with the object of destroying installations and buildings.

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On the night of 18-19 September, the Aangese, an escort aircraft carrier, rendezvous at Crete and the aircraft carrier. On the 19th, 21st, and 29th, the enemy launched night raids against the islands of Bataan, Corregidor, and Luzon with the object of destroying installations and buildings.

Other aircraft attacked the harbor of Rhodes, obtaining a direct hit with a bomb on a depot ship. The enemy also destroyed the coast defense batteries and the island was destroyed.

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22 SEPTEMBER

Rome, Navy communique—On 19 September, on the right flank of the Army on the Franco-Italian frontier the U.S. de- stroyers sank one enemy merchant vessel. In the Gulf of Genoa, a small coastal vessel was sunk.

Allied Headquartes, New Guinea—Halmahera: Light naval craft sank a 1,000-ton freighter laden with troops and supplies and destroyed one damaged three barges. . . . Ceram: Patrol planes sank a small coastal vessel near enemy-occupied villages and destroyed or damaged small craft and watercraft installations. . . . Celebes: Fighter escorts destroyed or damaged three small vessels and barges. . . . Banda Sea: United States naval forces sank two small vessels and one damaged three barges in landings and landings. . . . Formosa: A fighter patrol sank one large merchant ship near Cape St. George.

Formosa, covering the night of 21-22 September aircraft of the Red Banner Beijing Command carried out raids on German transport ships in the port of Tainan. Three large German transport ships were sunk, and three transports, a trawler and other enemy vessels sustained damage.

23 SEPTEMBER

Navy Department Communique No. 456

1. During recent operations in the Mediterranean the following U.S. vessels were lost as the result of enemy action:

PT-82, PT-83, PT-84

LST-282

YMS-24

2. U. S. Pacific Fleet Communique

Carrier-based planes bombed Yap Island on 21 September without loss, finding few worthwhile targets, no airborne opposition and only moderate anti-aircraft fire.

Enemy forces on Peleliu Island were slowly but steadily being pushed toward the north and east of the island on 22 September. Marines and a small, unarmed island was occupied by U.S. Marines. Approximately three-fourths of the island is now in our hands.

On the same day seven barges were sighted in the narrow channel between Peleliu and Ngadus Island. One was sunk by our patrol vessels and the remainder dispersed. These were destroyed by bombarding, strafing and ships" gunfire after being landed on Peleliu and on the island a small supply dump was also set afire.

At sundown on 23 September, 7,020 enemy troops had been killed on Peleliu, while 960 had been killed on Angaur.

Pagan and Anatahan in the Mariana Islands were attacked by 17th AAF aircraft on 21 September. On the same day Corrals of the 4th Marine Aircraft Wing strafed the phosphate plant and storage facilities on Rota Island.

7th AAF bombers attacked shipping in the harbor at Chichi Jima in the Bonins on 21 September. One barge was sunk and near misses were scored on a freighter. Many explosions had been caused. Meager anti-aircraft fire was encountered.

7th AAF bombers attacked Marcus Island on 21 September and sank positions, the enemy lost two barges. One barge was sunk and near misses were scored on a freighter. Many explosions had been caused. Meager anti-aircraft fire was encountered.

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See 23 September.

U.S. B-24 Sinks 8,000-Ton JAP TROOPSHIP

U.S. Navel Communiques In Full and Pertinent Excerpts from Others

Page 49
24 SEPTEMBER

U. S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet, operating from carriers launched against the northern Philippines begun on 23 September and continued through 30 September. Aircraft scored at least a heavy toll of enemy planes, ships and ground installations on 21 September. Nimitz based on Leyte on 28 September and U. S. Marine Division and elements of the 34th Infantry Division on Peleliu Island brought the whole outlying area of the island under the exception of Umurbrogol Mountain and a small pocket at the mouth of the western arm during the day.

Rapid progress was made by the 1st Marine Division attacking in the northwestern sector, supplemented by Army troops on the eastern side of the bay, and the 1st Marine Air Wing in the water east of Angaur during the night of 23-24 September, causing no damage. During the same night, Army troops on Angaur in an attempt to forestall turned out to be a fiasco.

Through 25 September our troops had captured 1,517 enemy dead on Peleliu and 1,020 on Angaur.

The northwest area of Balabac Island was strafed by carrier-based aircraft during 24 September.

On 24 September a single Ventura of Fleet Air Wing 4 bombed installations at Palawan Island and strafed adjacent targets.

See 23 and 29 September.

MOSKOW, communiqué—Air superiority for the Red Banner Baltic Fleet during the day of 22 September pursued with large forces destroy enemy vessels leaving the port of Tallinn. Transports with German troops two, large in the Gulf of Finland and in the Baltic Sea. Our naval airman sunk in the course of the battleship and bomb torpedo boats 11 German transports. In addition three transports and one ship were lightly damaged.

25 SEPTEMBER

Roxo, Navy communique—On 23-25 September enemy destroyers, troops and storage dumps in the neighborhood of the Eastern Allied Fleet were again. Bombers attacked the sea in support of the Army. The areas were searched by a number of dive-bombers, and several explosions were observed. The U.S. destroyer Woolsey and Edison were both hit.

On 24 September, in support of the 8th Army, the 8th Air Wing attacked a major coastal cargo ship near two Jima. The crew was observed abandoning the vessel which was left dead in the water. A lone 7th AF Liberator bombed Wako on 24-25 September.

Gun emplacements at Pagan in the Mariana Islands were struck by 7th AF B-25 Mitchells and 6th Marine Aircraft Wing attacked Rota on the night of 24-25 September, scoring direct hits on the runway. Other Corsairs retaliated against Wake Island, and B-25s bombed the runway at Marcus Island.

26 SEPTEMBER

Roxo, Navy communique—It is reported from the Aegaeon that on the night of 24-25 September, the Terglutch and Ter-

The Allied Headquarters, New Guinea—Frigates on low-level coastal areas destroyed or seriously damaged the large ship and the small craft. Bandua Sea: Attack and pursuit planes off numerous islands, destroyed or seriously damaged only one small craft. Togelbok: Motor torpedo boats destroyed enemy naval auxiliary craft attending the ship. Weesk: Night naval patrol shelled shore positions and destroyed two barracks near offshore islands.

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27 SEPTEMBER

U. S. Pacific Fleet Communique

Further gains made during 26 September.

To the south of Leyte Gulf, the 5th Marine Division and elements of the 1st Battalion, 3rd Marine Division, attacked Peleliu Island with the exception of Umurbrogol Mountain and a small pocket at the mouth of the western arm during the day.

Rapid progress was made by the 1st Marine Division attacking in the northwestern sector, supplemented by Army troops on the eastern side of the bay, and the 1st Marine Air Wing in the water east of Angaur during the night of 23-24 September, causing no damage. During the same night, Army troops on Angaur in an attempt to forestall turned out to be a fiasco.

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27 SEPTEMBER

U. S. Pacific Fleet Communique

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To the south of Leyte Gulf, the 5th Marine Division and elements of the 1st Marine Division and Biak Island and the 1st Marine Air Wing continued their attacks on the center of the western arm during the day.

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carrying the troops and Paritians engaged in the German withdrawal. Bodies of troops also have been landed on the islands.

**ALLIED HEADQUARTERS, NEW GUINEA—Philippines:** One of our night patrol planes, attacking a vessel off Bataan Island... Borneo: One of our night and day aircraft has attacked transport in Darvel Bay... Halfmoon: Fighter-bombers swept the Halfmoon district, destroying a large number of Japanese small craft and damaging several barges... Celebes: Nine of our light aircraft destroyed a 1,000-ton freighter in the Celebes Sea... Banda & Marshall: Aircraft planes sank six vessels in the Aru and Kei groups, and in larger action sank three damaged coastal vessels and several smaller craft.

**28 SEPTEMBER**

**U. S. Pacific Fleet Communiqué**

Carrier aircraft of the Pacific Fleet struck hard at enemy shipping and defense installations in the Visayas group of the Philippine Islands on 28 September (West Longitude date), attacking airfields on the islands of Cebu, Negros, Luzon, and Mindanao and all shipping found in adjacent waters.

A particularly heavy strike was delivered against an airfield between Baler and Isabela on Luzon Island, the enemy's ships, including two of his valuable fleet tankers, were sunk.

In a heavy attack on the islands of Cebu, Negros, Luzon, and Mindanao, nineteen aircraft were shot down. Twenty-nine enemy aircraft were destroyed on the ground by the squadron's fighter planes, which were thoroughly bombed and strafed.

The following damage was inflicted upon the Japanese ships: (including two destroyers at Coron Bay): One Japanese Destroyer, one troop transport, three large cargo ships, three large oil tankers, six medium cargo ships, three medium oil tankers, fifteen escort-type vessels, and various less important ships (including more than one probably sunk): two large oil tankers, one large cargo ship, one medium oil tanker, fifteen medium cargo ships, one small transport, 21 small cargo ships, two destroyer escort-type vessels.

In addition, between 20 and 30 Japanese planes were shot down.

The following damage was inflicted upon enemy shore installations: At Holo, in southern Panay, a warehouse and a machine shop were set afire. At Bacolod, in the northern part of Negros Island, piers and barracks were burned and strafed. At Cebu, warehouses and piers were burned.

At Maatsan, east of Cebu Island, oil-refining facilities and the airfield were burned and strafed.

At Saravia, in the northern part of Negros Island, oil refineries and the oilfield were hit.

At Cagayan, in southern Luzon, a number of partially concealed aircraft were bombed and strafed on the airfield, but the planes and crews were not observed.

Near Ormoc, on Leyte Island, oil-storage facilities and barracks were set afire.

Our losses in these operations were 10 aircraft, but only five pilots and three flight personnel are missing.

**10 SEPTEMBER**

**U. S. Pacific Fleet Communiqué**

Japanese shipping and bombarded enemy installations.

During recent patrols a total of 32 enemy vessels, ranging from medium-size supply ships to small coastal craft, have been destroyed. Four of our ships have been damaged by torpedoes or gunfire. Three of the damaged ships were driven ashore.

In the Buddha Strait, north of Sumatra, a medium-sized supply ship was torpedoed and sunk. Two small ships of the same class were also sunk alongside a quay at Nias Island, off the west coast of Sumatra, were attacked with gunfire. Both ships were hit repeatedly. One sank and the other was left in flames.

One of His Majesty's submarines, on patrol off the coast of southern Burma, entered the harbor of Port Owen, and, in the face of heavy machine gun fire, engaged and sank two gunboats which were lying at anchor.

The 1st Marine Division and elements of the 3rd Marine Division continued to drive the enemy from remaining positions on Peleliu Island. Our forces drove south on Umurbrogol Hill, and all the northern arm of the island has been secured, with the exception of the town of an unnamed hill and a small area on the eastern coast. Troops are clearing out caves and pillboxes on the northwest tip of Angaur Island, where a few enemy troops remain.

Naval installations at Chichi Jima, in the Bonin Island chain, were bombed on September 27 by 7th LAF Bombers. The Japanese were destroyed, and two exclamation marks were observed. Anti-aircraft fire, which varied from moderate to intense, did no damage to our planes. The planes were, however, subjected to intense flak on routine patrol near two Jima Island on 27 September. Damaged a Japanese Destroyer and two number. The enemy plane had one engine shot out and was forced to land, missing two fighter planes about to take off from the airfield at Jima. Two Japanese Destroyers and two medium-sized destroyers were destroyed.

Enemy-held islands in the Mariana Islands were subjected to further neutralization raids on 26 September. Seventh AAF Thunderbolts bombed and strafed installations on 29 September. The 7th LAF and 7th LAF Airplanes were over Peleliu Island twice. Small attacks and areas of possible use as airfields were bombed and the island was strafed. Corregaza of the 4th Marine Aircraft Wing bombed lots, doing further damage to the airfield. Laredo B-24 LAF bombers dropped serious 1,000-pound bombs were dropped to destroy enemy installations on 24 September on Jima Island, north of Jima Island, 7th LAF Mitchells. The airfield and emplacements were hit. There was minor antiaircraft fire.

**29 SEPTEMBER**

**U. S. Pacific Fleet Communiqué**

Elements of the 1st Marine Division landed on Nias and Kutar and Nias Islands, north of Peleliu, on the morning of 27 September (West Longitude date). The situation was progressing on 27 September. All the Japanese forces were cleared out, including a number of Japanese against small craft.

The 1st Marine Division and elements of the 3rd Marine Division continued to drive the enemy from remaining positions on Peleliu Island. Our forces drove south on Umurbrogol Hill, and all the northern arm of the island has been secured, with the exception of the town of an unnamed hill and a small area on the eastern coast. Troops are clearing out caves and pillboxes on the northwest tip of Angaur Island, where a few enemy troops remain.

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Liberation of the 7th AAF flew over Truk on 26 September in search for possible enemy shipping attempting to supply the southern Philippines. A large number of enemy shipping was found, and bomb loads were dropped on it. One small Japanese destroyers and two small Japanese bombers were hit.

**ALLIED HEADQUARTERS, NEW GUINEA—Philippines:** Our night air patrols again struck heavily at enemy shipping in the southern Philippines, sinking a 10,000-ton transport and damaging a 6,000-ton freighter, transport near to the coast of the New Hebrides... Vogelsang: Our bombers forced enemy installations at Gevelink Bay, destroying a fuel dump, and swept the area south of this island. Two large enemy barges and small craft... Bisk Island: Our naval patrols sank a supply boat... New Guinea: Medium and light bombers, with 53 tons of explosives, attacked enemy encampments at Malichern and Chiosel Bays and destroyed two barges in the Shortland Islands.

**1 OCTOBER**

**U. S. Pacific Fleet Communiqué**

Isolated enemy forces resisting bitterly from caves situated on Bloody Nose Ridge at the entrance to the harbor of the 2nd Marine Aircraft Wing on 29 September. Lt. Wilmer L. Currey, 7th AAF Thunderbolts, with 2,000 pounds of explosives were dropped to destroy enemy installations on 24 September on Jima Island, north of Jima Island, 7th LAF Mitchells. The airfield and emplacements were hit. There was minor antiaircraft fire.

Elimination of the remnants of the Japanese garrisons continued. Ten thousand enemy troops have been wiped out in the southern Palau area since the invasion began.

On 29 September Liberators of the 11th LAF attacked Shibukawa, on the northern coast of Luzon. Moderate antiaircraft fire was encountered.

**ALLIED HEADQUARTERS, NEW GUINEA—Philippines:** Our air patrols off northern New Guinea again located a coastal town where it was subsequently broken up and burned.

**ALLIED HEADQUARTERS, NEW GUINEA—Philippines:** Our air patrols off northern New Guinea again located a coastal town where it was subsequently broken up and burned. In addition to this, 6,000-ton trawlers from 7th AAF patrol area dropped 1,000-pound bombs on 29 September on Geron Island. One small Japanese destroyers and two small Japanese bombers were hit.

**LONDON,** Aden: British troops continue to destroy and to harass enemy shipping off the south coast.

**MINDANAO**

**2 JAP DES. SEAPLANE TENDER桑在 SINGLE BOMING RUN.**

See 26 September.
2 OCTOBER

U. S. Pacific Fleet Communiqué

Military government was proclaimed on Angaur Island on 30 September (West Longitude date) as mopping-up operations proceeded. A few fanatic enemy troops, holed-up in caves, continued to resist with smallarms fire.

On the same day Corsairs of the 2d Marine Aircraft Wing bombed the airfield on Peleliu. A 5,000-ton tanker and a coastal vessel off Zamboanga were damaged.

3 OCTOBER

U. S. Pacific Fleet Communiqué

Corsairs of the 4th Marine Aircraft Wing attacked gun positions on Jaluit Atoll in the Marshalls with 33 tons of bombs on 30 September to attack a small craft was sunk after strafing. Heavy antiaircraft fire damaged one of the Corsairs.

ALLIED HEADQUARTERS, NEW GUINEA—Philippines: One of our heavy patrol planes on 30 September sank two small freighters, a schooner and two barges off the north coast of Luzon. Our night patrol planes sank two small craft near the Gubat Lightship.

4 OCTOBER

U. S. Pacific Fleet Communiqué

U. S. forces on Peleliu Island continued to apply heavy pressure to the remaining pocket of enemy resistance on Bloody Nose Ridge on 4 October (West Longitude date). Several deep dug-in caves were cleaned out during the day. Mopping-up operations on Angaur Island are being continued.

In the southern Pacific, 9076 enemy troops had been killed on Peleliu and 1,075 on Angaur, while a total of 187 prisoners were captured on the two islands.

Seventh AAF Liberators on 29 September dropped approximately 37 tons of bombs on Moen and Eten Islands in Truk Atoll. Antiaircraft fire was meager.

Another formation of 7th AAF Liberators attacked dispersal areas at Airfield on Peleliu and damaged a coastal vessel off Zamboanga.

5 OCTOBER

U. S. Pacific Fleet Communiqué

U. S. submarines have reported the sinking of 11 vessels, including three combatant ships, as a result of operations against the enemy in these waters as follows:

1. Escort vessel
2. Small cargo vessel
3. Destroyer
4. Cable ship
5. Escort cargo transport
6. Converted seaplane tender
7. Destroyer escort vessel
8. Large tanker

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

U. S. Navy Department No. 547

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 11 vessels, including three combatant ships, as a result of operations against the enemy in these waters as follows:

6 OCTOBER

U. S. Pacific Fleet Communiqué

Units of land forces are now on some Greek islands and on mainland of Greece and in Albania, and are in contact with the enemy in both lands. Operations have been delayed by parachute, sea and air transport aircraft.

Troops of the land forces of the Adriatic entered Patras in the northern Peloponnesos during the night of 4-5 October.

7 OCTOBER

U. S. Pacific Fleet Communiqué

U.S. forces on Peleliu Island continued to apply heavy pressure to the remaining pocket of enemy resistance on Bloody Nose Ridge on 4 October (West Longitude date).

On the same day Corsairs of the 2d Marine Aircraft Wing attacked several small villages on Babelthuap Island, damaged a 5,000-ton tanker and a coastal vessel off Zamboanga.

ALLIED HEADQUARTERS, NEW GUINEA—Philippines: One of our heavy patrol planes on 30 September sank two small craft near the Gubat Lightship.

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See 27 September.
Two Liberators of the 7th AAF bombed Wake Island on the night of 8 October without antiaircraft fire.

Two Jima in the Volcano Islands was bombed by 12 AAF Mitchells on 9 October. Antiaircraft fire was ineffective.

Neutralization raids on enemy-held positions in the Ryukyu Islands near Djailolo or damaged. More than 75 enemy aircraft were shot down. Buildings and enemy installations and shore defenses to deliberate and destructive fire in good weather. There were no antiaircraft fires.

It is reported from the Aegean that on 8 October an enemy aircraft of less than 100 feet as well as a naval vessel of similar size, probably sank two naval vessels and four miscellaneous craft and damaged two naval vessels of less than 100 feet and more than 1,700 miscellaneous craft.

On 7 October the French cruiser Emile Bertill and the U.S. destroyer Eberle sank a passenger ship, one large caque and one enemy landing craft. One enemy ship was sunk and a second seriously damaged.

On 7 October carrier aircraft of the Pacific Fleet attacked Marcus Island (West Longitude 144° 10′ N) with 1,000-pound bombs and set fire to nine 1,000-ton vessels, two small freighters and a barge. Halmahera: Fighter-bombers hit air and destroyed warehouses on the west coast and sank four barges. Vogelkop: Fighter squadrons on southern patrol bombing Kalmaha, strafing facilities and shore batteries.

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On 8 October light coastal craft sank one merchant vessel and one lighter off Port Moresby. On the night of 8-9 October light coastal craft met and engaged an enemy force already reported sunk by HMAS Termagant near the entrance to the Gulf of Salamouk on the night of 6-7 October, an armored trawler and large caque were sunk in the same area. HMAS Tuzones was in company with the Termagant.

On 8 October seven coastal vessels and two patrol craft was intercepted en route from Maestra, 30 miles south of Venice. One trawler was seen to blow up. Hits with torpedoes were obtained on one of the armored trawlers which blew up and disappeared.

Meanwhile, to the northward off Den Bismarck-Solomons: Light naval aircraft of the 14th AAF sank 445 enemy boats of less than 100 feet as well as a naval vessel of similar size, probably sank two naval vessels and two patrol craft was intercepted en route from Maestra, 30 miles south of Venice. One trawler was seen to blow up. Hits with torpedoes were obtained on one of the armored trawlers which blew up and disappeared.

Ships damaged: large cargo ships, 2; medium cargo ships, 2; small cargo ships, 1.

In addition to the foregoing, more than 200 oil tanks and other storage tanks were destroyed.

There were no shipping losses.

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Ships damaged: large cargo ships, 2; medium cargo ships, 2; small cargo ships, 1.

In addition to the foregoing, more than 200 oil tanks and other storage tanks were destroyed.

There were no shipping losses.
Ships sunk: 2 large cargo ships, 4 medium cargo ships, 6 small cargo ships, 1 small craft.

Problems sunk: 1 large cargo ship, 2 medium cargo ships, 3 small cargo ships, 1 oil tanker, 5 coastal cargo ships, 1 mine-sweeper.

Damaged: 6 medium cargo ships, 15 small cargo ships, 34 coastal cargo ships.

In addition to the foregoing, 37 small craft were sunk or damaged.

Weather conditions: 45 planes were damaged in the air, 2 were destroyed.

Reports are not yet available as to flight personnel rescued.

The Navy—Communique—It is reported from the Aegean that on 14 November naval aviators of several squadrons were active in the Gulf of Salonnica, the Straits of the Eubea Channel.

Twice during the day a large concentration of enemy aircraft was observed at Khalkis, but it was heavily convulsed and successful. In other areas three S-boats and a large cruiser were seen. Our bombers were landing on one escort vessel, one Sislei ferry and a caisson damaged.

There were heavy losses to enemy troops in the landing craft.

On the way between Athens and Salonnica naval aircraft in low-flying attacks also destroyed two locomotives and an ammunition train, besides damaging another train and cutting the railway.

On 14 November nine minesweepers at work off Ventimiglia, the Italian coast, were intently watched by a battery. In spite of enemy interference, minesweepers have successfully cleared the minefields.

On 12 October, while supporting minesweeping operations, 1,200 rounds of enemy positions and batteries were fired.

Their bombardment was reported as accurate and effective. There was enemy fire from the gunboat.

They were not damaged nor casualties to our ships.

14 OCTOBER

Allied Headquarters, New Guinea—Sixty ships of the enemy's tankers and freighters have been sunk in the northern and southern approaches to the Solomons. The ships attacked were four medium and four destroyers.

Sea battle—Rome—On 12 October enemy bombers and fighters near Bordeaux were bombarded by the French destroyer La Driez.

A force of small British minesweepers working under dangerous and difficult conditions in the vicinity of the mined channel in the southern Dalmatian Islands have greatly assisted the operations now in progress. Further south minesweepers of the 12th Minesweeping Flotilla are clearing channels for the entry of shipping into the Gulf of Patras.

It is reported from the Aegean that on 13th HMS Argonaut bombarded Phella, a village on the coast of Patras.

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A large force of B-29 Superfortresses of the 19th Bomber Command returned to Okinawa, and on 13th we spotted a Japanese convoy sailing in the vicinity of the island.

The Navy—allied forces landed—See 5 October.

Complete reports are not yet at hand regarding known attacks on other units of the enemy in the area. Additional enemy aircraft have been shot down, and our planes lost are few.

January 1, 1945

U.S. Pacific Fleet Communique

Troops of the 1st Marine Division on Peleliu Island sealed off several more enemy enclosures during 12 October (West Longitude date), on Atoll and the southern portions of Peleliu and Palau Islands.

New aircraft were also available to the Navy, and two 1,000-ton freighters and three destroyers arrived.

Navy search planes of Fleet Air Wing 1 and the 11th AAF on 12 October dropped 22 bombs on a Japanese convoy sailing in the vicinity of the southern tip of Japan.

A large force of B-29 Superfortresses of the 20th Bomber Command returned to Okinawa for the second time in 16 hours, to attack military targets in Japan.

No aircraft were lost on today's mission, which was accomplished from bases in China. The weather over the target area was good, and very good bombing results were achieved by pilots.

The same targets that were attacked on 14 October are available for attack.

Photo reconnaissance of the 14th October strike against Okinawa revealed the excellent thirty-seven buildings were totally destroyed and 15 more damaged.

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17 OCTOBER

U. S. Pacific Fleet Communiqué

Carrier aircraft of the Pacific Fleet are continuing to attack targets on Luzon Island in the Philippines.

Further details now available concern- ing the carrier aircraft attacks on Formosa on 11, 12 and 13 October. The carrier air- field was hit and seven hangars were completely destroyed and five heavily dam- aged. Twenty-two buildings in the barracks area were also destroyed.

Attacking the airport area received se- vere damage. Thirty large warehouses along the dock area were completely de- stroyed; ships were sunk in the harbor; heavy damage was inflicted in the indus- trial area by ship on the dock area on heavily hit and several adjacent buildings were damaged.

At Heito, approximately 15 miles inland from Takao, 14 buildings near the airfield were completely destroyed and eight were hit; at another airfield, Heito five barracks were destroyed.

The attacks on the island which were attacked have been heavily hit by bomb blasts.

U. S. Pacific Fleet Communiqué

During the fighting between our carrier forces and the enemy amphibious force based on shore in the Ryukyus, Formosa and Luzon, we struck the island 19 October (West Longitude date) until the invasion was completed, there has been no damage of any type to our battleships or carriers. However, two me- dium cruisers and two destroyers were damaged and are retiring from the area.

Personnel and casualties in these two ships were small.

Japanese Fleet units were sighted ap- proaching the island on that day and our Pacific Fleet forces have been operating in the western part of the Philippine Sea. But on discovering our fighting strength unim- paired have avoided action and have with- drawn to the north.

During 13, 14 and 15 October, 191 enemy ships were hit in groups of Formosa by day and night. Seventy-six buildings were hit by our aircraft and anti-aircraft fire, while we lost five planes.

On 16 October, fighters from two of our carriers down 50 more enemy air- craft while another group of our planes attacked to damage our battleships. On the same day an additional 15 enemy planes were destroyed by search and pat- roul flights from our carriers.

Carrier aircraft of the Pacific Fleet are continuing to attack objectives in the Philippines.

ALLIED HEADQUARTERS, NEW GUINEA—October: Dutchmen destroyed or dam- aged a 2,000-ton freighter, 1,000-ton transport- freighter, and two coastal vessels and several small craft—Halmahera:

Our fleet naval units off Morotai sank two barges and strafed enemy shore positions.

WASHINGTON, 20th Army Air Force com- munique—21 October: The ship yard of For- mosa for the fourth time in four days, 20-29 Superfortress today attacked Emiansa, an important Japanese airfield and supply depot 10 miles southeast of the city of Tainan. The attack, from bases in China, continued the attack begun 14 Oc- tober, against Okinawa and followed up yesterday against Okinawa and Heito.

On this series of missions some fighter resistance was met but none of our planes was lost. Anti-aircraft was meager.

Photo reconnaissance from yesterday's mission reveals excellent results. Of the 34 major buildings at the Okinawa tar- get, all but two have now been destroyed, and most of the secondary buildings also have been hit.

CHUNGKIN, 14th AAF communications—Cooperating with Admiral Nimitz' task force in operations against Formosa, the 14th AAF on 16 October destroyed a cruiser of the Natori class (3,176 tons) and sank more than 25,000 tons of additional enemy seagoing shipping, with more than 1,000 enemy troops probably sunk.

The cruiser and a destroyer were caught in a naval action en route to Okinawa Sea by B-24s early in the morning. The cruiser blew up and the destroyer sustained a high rate of damage.

In apparent belief that East China bases of the Japanese Navy were almost a total of the Japanese. Japanese ships destroyed by our force had been ordered to take refuge at Hong Kong. The ships were caught with damaged ships by our chasing force and one of the ships was destroyed there.

Failing in a narrow target area of the Kowloon docks and shipyards, the attacking force destroyed at least two tankers, two destroyers, a large number of small vessels, which broke two in mid-stream of the tide. A 10,000-ton Japanese construc- tion was destroyed.

Fleet planes outlasted a large transport and a freighter as probably destroyed, in- dicating added enemy losses. The Kow- loon area, including facilities, docks, ships and ship yards was also heavily dam- aged. Flak and secondary explosions fol- lowed the bombing in this vital area.

U. S. Pacific Fleet Communiqué — In conjunction with the landing in Normandy an extensive series of outlying units were carried out in enemy waters by minelayers of the Royal Navy and air attacks by the R.A.F. Bomber Command.

Special attention was given to mines, which 350 enemy planes were destroyed on the ground and 650 destroyed in the air in the Ryukyu-Formosa-Luzon area. Of those destroyed, 200 were destroyed on the target. 256 were in the vicinity of our fleet and 40 were knocked down by sailant aircraft fire.

3. Based upon more complete information, the following date was reflected upon enemy shipping at Formosa by our aircraft carrier on 11 October (these losses are accurately confirmed in the Pusan area) the Pacific Fleet communiques 150 and 151. See Pusan area. U.S. Navy fleet communiques.

Sunk: Three medium cargo ships, two cargo barges, one 2,000-ton cruiser.

Probably sunk: One large cargo ship, one oil tanker, three medium cargo ships, one coastal cargo ship, two escort vessels.

13 small cargo ships, 11 coastal cargo ships, one oil tanker, 34 small craft.

U. S. losses were 21 planes, 31 pilots, 21 aircrewmen.

4. North Atoll, in the western Caroline Islands, was occupied by U. S. forces on 15 October. Only slight resistance was en- countered. Seven of the enemy were killed and 12 were taken prisoner.

ALLIED HEADQUARTERS, NEW GUINEA—October: Our reconnaissance units strafed and destroyed a small coastal town at either side of the main entrance into Ulithi Lagoon. Destroy other our troop occupied Mokom, Asot, Pongoranis and Ubat islands. The landings were not opposed.

The possibility that the enemy may not have the enemy with the same aim and with the same result, they are with the holding of this information.

Pangun Island, in the Marianas, was hit by our aircraft on 14 and 15 Octo- ber. Runways and storage areas were hit.

During the night of 14-15 October and during daylight on 15 October Wake Is- land was hit by 17th AAF Liberator.

On 16 October Eten Island, in Truk Atoll, was attacked by the 7th AAF Liberator on the same day Hidaka Island in the Bonin Islands, was raided. In the landings of our town, was and several small ships in the harbor were bombèd.

18 OCTOBER

Navy Department, Washington, D.C.

1. U. S. submarines have reported the sinking of 12 vessels, including seven com- batant ships and one neutral, as a result of operations against the enemy in these areas:

3 destroyers
1 minelayer
1 escort vessel
1 large cargo transport
3 merchant ships
1 medium transport
1 medium naval auxiliary
12 medium cargo ships
12 small cargo ships
4 small vessels

2. These actions have not been an- nounced in any previous Navy Depart- ment communiqué.

U. S. Pacific Fleet Communiqué

Carrier aircraft of the Pacific Fleet again swept over northern Luzon Island in the Philippines on 17 October (West Longitude date). Preliminary reports indi- cate that the following damage was inflicted on the island:

At Camiguin Island, north of Luzon, two transport ships and a small oil tanker were set afire and two medium transports and two freighters were sunk. Also, one coastal cargo ship and fuel storage tanks on Camiguin Island were also hit.

One airborne enemy plane over San Vi- cente was shot down and destroyed on the ground, 15 of them at Laoag. Action is continuing and further details will be released as they become available.

Assessment of plane losses inflicted upon the enemy, based upon our complete reports during the seven-day period 9-15 October carrier aircraft of the Pacific Fleet destroyed approximately 50 aircraft, of which 350 enemy planes were destroyed on the ground and 650 destroyed in the air in the Ryukyu-Formosa-Luzon area. Of those destroyed, 200 were destroyed on the target. 256 were in the vicinity of our fleet and 40 were knocked down by sailant aircraft fire.

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Pangun Island, in the Marianas, was hit by our aircraft on 14 and 15 October. Runways and storage areas were hit.

During the night of 14-15 October and during daylight on 15 October Wake Is- land was hit by 17th AAF Liberator.

On 16 October Eten Island, in Truk Atoll, was attacked by the 7th AAF Liberator on the same day Hidaka Island in the Bonin Islands, was raided. In the landings of our town, was and several small ships in the harbor were bombèd.

Page 55
2,000-ton freighter in Cagayan harbor... Bornee: To the north, in Darvel Bay, a large light left burning. That fire was outwork and several lugs damaged... October. Our reconnaissance units destroyed a seaplane and a large light left burning. Our reconnaissance units destroyed a seaplane and a large light left burning.

On 10 October northeastern Pusan in the northern Serpades HMS Agamemnon sank an armed cargoship carrying 200 enemy soldiers, while the destroyer Iwo Jima sank a Siebel ferry laden with valuable equipment. Some enemy survivors were rescued.

On 17 October, off Lemnos, naval aircraft sank three enemy merchant vessels on fire. Between 15 and 20 enemy aircraft were dispersed to cover the area.

Yesterday, the garrison of Kotor in the north of Crete surrendered to HMS Ajax.

London, Admiralty communiqué—Success in the drive against shipping off the Norwegian coast and against enemy airfields. The strikes on the Saturday and Sunday by carrier-borne aircraft of the Home Fleet. These aircraft sank in the Lofoten and Norwegian waters.

In the course of these operations, Averna and Wallace aircraft attacked a medium-sized supply ship and two anti-aircraft vessels in the town of Skagen. Averna hit by a bomb, while the Wallaces scored repeated hits on the anti-aircraft vessel, which was set on fire and burning fiercely.

20 October

U.S. Pacific Fleet Communiqué

Helicac and Corsair fighters, Averna torpedo planes and Hellfighter bombers of the fast carrier task force, in support of the invasion of the Philippine Islands, attacked on October 19 (West Longitude dates). Ground installations were bombed and destroyed at San Pablo, and airfields on Leyte and Cebu were attacked.

Additional reports have been received regarding the activity of carrier aircraft which operated on 18 and 19 October. Our reconnaissance units destroyed a seaplane and a large light left burning. That fire was out. At night, a large light was left burning.

On 18 October, a night attack, the 2nd Marine Aircraft Wing hit two ships. Approximately 200 enemy aircraft were on the ground. At night, a large light was left burning.

US TROOPS COVERED BY PACIFIC FLEET UNITS AND UNOPPOSED

On 19 October Corsair fighters and Dauntless dive-bombers of the 4th Marine Wing continued neutralization raids in the Marshall Islands.

General, MacArthur Headquarters in the Philippines—In a major amphibious operation we have commenced the arrival of Leyte Island in the Philippines 600 miles north of Morotai and 2,000 miles north of Leyte. The operation started nearly 16 months ago.

The point of entry to the Philippines is midway between Luzon and Mindanao and at one stroke splits in two the Japanese forces in the Philippines. The enemy's main point of attack in Mindanao was to be caught unaware in Leyte and the attack was carried out in effect. Our ground troops are rapidly extending their positions and supplies and equipment are being landed under cover of night. They are advancing in great volume.

The troops comprise the elements of the 6th U.S. Army, which are attached to the central Pacific forces supporting elements. The naval forces consist of the 7th U.S. Fleet, the Australian squadron and supporting elements of the 3rd U.S. Fleet.

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9 Decorations Awarded To One Officer as Pilot And Air Squadron CO

Nine decorations, including the Navy Cross, four Distinguished Flying Crosses and four Air Medals, have been awarded Comdr. Norman M. Miller, USN, of Winston-Salem, N.C., who is better known in the Central Pacific as the “One-Man Task Force.” His Liberator search squadron VB-109, is now in the U.S. for rest and reformation.

Records show that Commander Miller’s Liberator, christened “Thunder Mug,” single-handedly has sunk, probably sunk or damaged a total of 66 Japanese ships totaling about 62,850 tons. This total does not include innumerable sampans, barges and sailboats which Commander Miller was “too embarrassed” to report. He destroyed one plane and the crew, on the ground and damaged 10 others. In addition to attacks on shipping, he made 55 bombing and strafing attacks on enemy-held islands.

“Our aim was never to bring any ammunition home,” he explained.

Commander Miller received the Navy Cross (photograph on page 59) for exploits on 16 May when he launched a perilous mistresshead attack on shipping in Truk lagoon, destroying a 20,000-ton tanker and severely damaging a 5,000-ton cargo ship. He then proceeded to Pulluwat and strafed a party of Japanese, killing more than 30 men and demolishing their truck. During his attack on the radio sta-

3 Patrol Squadrons and Demolition Unit Cited

For outstanding performance above the normal call of duty, Patrol Squadrons 11, 34 and 52 and a Navy Combat Demolition Unit have been awarded the Presidential Unit Citation.

The patrol squadrons pioneered in changing defensive searches into a bold and powerful offense and utilizing the full potentials of the PBY’s seaplane and its equipment. Patrols conducted daring, lone patrols regardless of weather in the area of the Bismarck Sea from 16 September 1943 to 1 February 1944. Their attacks inflicted substantial damage on Japanese shipping and denied the enemy the sea route between New Ireland and New Britain, thus preventing the reinforcing of important Japanese bases.

The Navy Combat Demolition Unit of Force “Q” was cited for clearing lanes on the heavily mined Normandy shoreline for a landing force of Allied troops on 6 June 1944. Its members landed with the first wave under de-

vastating enemy artillery and machine-gun fire. With the force seriously depleted by German fire, the remaining officers and men blasted five gaps through enemy obstacles and within two days sappered over 85% of the area of German-placed traps.

☆ Comdr. Andrew J. Hill, USN, Poplar Bluff, Mo.: While commanding officer of a warship on the night of 17-18 August 1943 when a Japanese force of destroyers and shore batteries rescued a number of landing barges attempted to reinforce garrisons in the Vella LaLavella-Kolombangara area, he led his ship in a task force interception of the vessels. He fought his ship gallantly and contributed to the destruction of two destroyers, severe damage to a third and the annihilation of many landing barges.

☆ Comdr. Donald J. Macdonald, USN, New York, N. Y.: When a Japanese force of four destroyers and numerous landing barges attempted to reinforce enemy garrisons in the Vella LaLavella-Kolombangara area on the night of 17-18 August 1943, he led the USS O’Donnell in a brilliant interception of the enemy vessels. His ship contributed to the destruction of two destroyers, severe damage to a third and the annihilation of many landing barges.

☆ Lt. Comdr. Roy M. Davenport, USN, Kansas City, Kans.: As commanding officer of a submarine during a successful war patrol, he made a series of persistent attacks which resulted in the sinking or damaging of much Japanese shipping. He brought his ship through many previous encounters without material damage or loss of life.

☆ Rear Admiral Daniel E. Barbey, USN, Portland, Ore.: As commander of Amphibious Force, Seventh Fleet, during attacks on Lae and Finschhafen on 4 and 22 September 1945, he personally led his forces to the beachheads under relentless air attacks. He directed the brilliantly executed landings which ultimately resulted in victory to our forces.

☆ Capt. James A. Hirsfield, USCG, Bethesda, Md.: As commanding officer of the Coast Guard cutter Campbell, he surprised a hostile U-boat on the surface and destroyed it with a fierce attack by depth charges and point-blank fire. Although painfully wounded by shell splinters, he remained in command throughout the action and during the subsequent period when the Campbell was being to port.

☆ Capt. Frank R. Walker, USNR, Long Beach, Calif.: As commander of a Destroyer squadron off Vella Lavella on the night of 6-7 October 1943, he closed to 7,000 yards and engaged nine enemy ships with his three destroyers. While some of his own ships were severely damaged in the furious battle and forced to withdraw, he continued directing the efforts of his own destroyers until he ordered his

Page 57
Comdr. Benjamin Katz, which sank the bridge, Mass., and Comdr. George R. Wilson, Wash., greatly damaged much hostile shipping. Although operating against Japanese shipping in the Pacific war area. Although operating against Japanese shipping in the Pacific war area. Although operating against Japanese shipping in the Pacific war area. Although operating against Japanese shipping in the Pacific war area.

Comdr. Walter G. Ebert, Washingt., D.C.: As commanding officer of a submarine during a successful war patrol in the Pacific, he pressed home a series of daring night surface attacks which resulted in the sinking or damaging of considerable enemy shipping, and brought his ship home without material damage or loss of life.

Comdr. Ian C. Eddy, USN: Comdr. Richard W. Peterson, USN, Spokane, Wash.: As commanding officer of a submarine while she was engaged in a successful patrol against Japanese shipping in the Pacific, he pressed home a series of attacks which resulted in sinking or damaging an important amount of hostile shipping.

Lt. Comdr. Carter L. Bennett, USN, Nashville, Tenn.: As commanding officer of a submarine in enemy-controlled waters, he fought his ship with tactical skill and succeeded in sinking or damaging an important amount of Japanese shipping.

Lt. Comdr. Allen L. Seaman, USNR, Madison, Conn. (missing in action): While piloting a Liberator in the vicinity of New Guinea on 1 May 1944, he made repeated daring strikes against Japanese bases and shipping and destroyed a large transport vessel and a 100-foot sampan. Forced into a crash landing, he displayed brilliant airmanship and was able to save the lives of several of his crew.

Lt. (jg) John O. Parrott, USN; Lt. Comdr. Roy M. Davenport, USN: As commander of a patrol plane operating in the Solomon Islands and the Bismarck Archipelago areas from 1 Nov. 1943 to 24 March 1944, he carried out repeated combat missions during which he destroyed six float planes, a large fuel dump and a vessel, severely damaged harbor facilities, four barges and a building, and silenced an antiaircraft gun position. On 7 November he attacked a hostile convoy in the face of heavy antiaircraft fire and fighter opposition and probably destroyed two Jap planes.

Lt. (jg) John O. Parrott, USNR, Pasadena, Tex.: Serving as first lieutenant of the Uss Corry when it was sinking under the gunfire of shore batteries near the coast of France, he went down into the forward fireroom of the ship to rescue a watertender trapped under the grating of the upper level. Although the fireroom was filled with live steam, he went under the grating and pulled the man to safety.

Brady L. Bryan, CMM, USN, Huntington, Tex.: When the Uss Meredith was shattered by an underwater explosion during the assault on France,
ADMIRAL MITSCHER HONORED: A gold star in lieu of a second Distinguished Service Medal was presented recently to Vice Admiral Marc Mitscher, USN, by Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet. Admiral Mitscher received the award for his outstanding service in the invasion of Eniwetok, in the Marshalls. He commanded the fast carrier task force which supported the landings and later destroyed 402 Jap planes in a single day's action on 18 June.

The admiral was in charge of the watch in the engine room. After leaving the engine room he learned that 12 men of his watch were still below in a compartment flooded to within four feet of the overhead. Disregarding his own safety, he went below and rescued four badly injured members of the crew who otherwise would have gone down with the ship.

★ J. W. Thomason, CCS, USNR, Los Angeles, Calif.: Volunteering as a 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. He accomplished the rescue under sniper fire and knowing that unforeseen circumstances might have resulted in the abandonment of the entire rescue party.

★ Charles W. Savitz, AM2c, USN, Tokon, Wash. (missing in action): Severely wounded when the USS Luzon Bay was struck by a torpedo off Makin Island, he refused medical attention. In the face of continuous ammunition explosions and raging fires, he lay on the hangar deck and assisted in pulling trapped men out of the wardroom through a hole in the deck.

Gold Star in Lieu of Second Distinguished Service Medal

LED AMPHIBS AT TARAWA: For exceptionally meritorious service as commander of the naval attack force, planning and executing the attack on northern Kwajalein Atoll in the Marshalls, the medal was presented by Vice Admiral Akin M. Towe, USN, deputy commander-in-chief of the Pacific Fleet and Pacific Ocean Areas.
LEGENO OF MERIT cont.

* Capt. John E. Wood, (SC) USN, Philadelphia, Pa.**: As supply officer, Commander, Air Force, U.S. Atlantic Fleet, he planned and supervised the outfitting of many carriers and air groups with aeronautical material and spare parts. The effective system of replacement was to a large extent responsible for the high degree of operational readiness maintained for all planes attached to Atlantic Fleet carriers.

**Comdr. Harry R. Carson Jr., USN, Kaufman, Tex.**: Obtaining permission to make a landing behind enemy lines at Guadalcanal on the night of 30 January 1943, he effected the perilous landing and was successfully evacuated by boat an isolated Army platoon, under intense fire of both friendly and hostile forces.

**Comdr. Joseph C. Clifton, USN, Paducah, Ky.**: Landing and evacuating the operations of combined British and U.S. air groups in two hazardous attacks on enemy bases at Sabang, Sumatra, and Singapore, he shot one out of the sky, besides obtaining valuable photographs of the target areas.

**Comdr. Ralph R. Curry, USCG, Alexandria, Va.**: As commanding officer of the USS Pride off the Algerian coast on 4 May 1944, he maneuvered his ship skilfully in the search for an enemy U-boat and the delivery of a successful depth-charge attack. His relentless attack contributed materially to the sinking of the submarine.

**Comdr. Royce L. Gross, USN, Bay- side, N. Y.**: As commanding officer of a submarine during a war patrol in the Pacific, he pressed home a series of attacks which yielded a large amount of hostile shipping.

**Comdr. Joseph B. Tibbets, USN, Winter Haven, Fla.**: As commander of Patrol Squadron 94 in the North Atlantic from 1 January to 12 November 1943, he proved the effectiveness and resourcefulness in organizing and operating the various crews for maximum combat efficiency. His leadership contributed to the success of his squadron in destroying three U-boats.

**Comdr. Delos E. Wait, USN, El Dorado, Ark.** As executive officer of the USS Blockade when she was sunk on 29 May 1944, he inspected damaged areas, decided on appropriate damage control measures, and designated personnel to execute his orders. About 75 men would have been trapped and probably killed or seriously injured in the final explosion.

**Lt. Comdr. George D. Hoffman, USN, Washington, D.C.** As commanding officer of the USS Corry during an action against a U-boat in March 1944, he furnished vital information which assisted the more favorably situated companion ship in making damaging attacks. When depth charges forced the damaged submarine to the surface, many hits from the Corry contributed to its destruction.

**Lt. Comdr. Robert Wilcox, USCG, Delano, Fla.** As commanding officers of a destroyer escort contact with a U-boat and immediately commenced an attack. The first depth-charge pattern stranded the cob and forced the submarine to the surface out of control. Effective gunfire and a final ramming attack by another destroyer escort completed the submarine's destruction.

**Lt. Comdr. Joseph W. Williams, Jr., USN, Martinsville, Ind.** As commanding officer of a submarine engaged in a war patrol against Japanese shipping, he directed several successful attacks which resulted in the destruction of enemy vessels and shore installations. He personally accounted for seven enemy planes, damaged two others and shot one out of the sky, besides obtaining valuable photographs of the target areas.

**Lt. Comdr. Darrell A. Stratton, USNR, Mobile, Ala.** As commanding officer of the LST 335 during the invasion of Sicily, he directed the landing of a pontoon causeway at Anzio-Nettuno, for the disembarkation of troops on the assault beaches. They developed improvements in operating technique which greatly facilitated the disembarkation and movement of equipment and supplies to the advancing ground units.

**Lt. Comdr. Carl U. Peterson, USCG, Newtonville, Mass.** As commanding officer of the USSC Encarnado, he proceeded through heavy seas in total darkness to rescue survivors of a U.S. transport which was torpedoed and sunk on 3 February 1943. Although under imminent danger of enemy attack, he took measures which resulted in the rescue of 153 men from the sea.

**Lt. Comdr. Albert H. Clark, USN, Orinda, Calif. (missing in action):** While commanding a submarine during a war patrol in the Pacific area, he executed a skillful and deadly attack which destroyed an enemy craft. He brought his ship and crew home without material damage or loss of life.

**Lt. Comdr. Ivan Monk, USNR, Moultrie, Ga.** As engineer officer of the USS Blakeley when she was torpedoed off Fort de France, Martinique, on 25 May 1942, he skillfully directed the ship and supervised the work of restoring the damage inflicted on the engineering plant to normal operation. When all hands believed the vessel to be in a sinking condition, he was instrumental in saving the Blakeley and in enabling her to proceed to port under her own power.

**Lt. John R. Herbert, USNR, St. Louis, Mo.**: As commanding officer of the LST 349 during the invasion of Sicily, he continued to direct the unloading of the craft's cargo while his beached ship was subjected to repeated divebomber attacks and heavy artillery fire. He supervised temporary repairs until the vessel could be refloated, and immediately set out on additional trips between base and landing beaches.

**Lt. John J. Rieley, USNR, Union Star, Mo.** As radio material officer of the staff of a task force commander during the amphibious invasions of French Morocco, Sicily and Italy, he planned in detail for the communication material requirements of the combat loaded transports and cargo ships and personally supervised the installation of equipment. During the assaults he demonstrated aggressive leadership in supervising the duties of radio personnel.

**Lt. John C. Wilmerding, USNR, Oldsboro, N. Y.** As gunnery and executive officer of the USS Buchanan during the initial occupation of Guadalcanal, he directed the gunfire of his ship with outstanding effectiveness in support of the Marine landing forces. His leadership and skill during these critical operations contributed substantially to the success of the air, naval, and infantry assault on the enemy's airfields, surface vessels and shore installations.

**Carpenter Alfred F. Allison, USNR, Denver, Colo.** As senior platoon petty officer, he was decorated for outstanding service and steadfast devotion to duty as commanding officer of Marine aviation in the Pacific. He now heads U.S. air mission to Peru.

**Official U.S. Navy photograph**

**MARINE GENERAL DECORATED:** The Legion of Merit is planned May, Gen. Ross E. Rowell, USMC, by Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet, at his Pearl Harbor headquarters. General Rowell was decorated for outstanding service and steadfast devotion to duty as commanding general of Marine aviation in the Pacific. He now heads U.S. air mission to Peru.
officer of his pontoon causeway group during landings in the Anzio-Nettuno area, he assisted with great skill and energy in the operation of the causeways to unload assault ships in support of the advancing forces. When his causeways were bombed and strafed, disrupting unloading activities, he calmly and efficiently reorganized his unit and quickly resumed these vital operations.

**MAINTAINED MARINE DEFENSES:** Brig. Gen. LeRoy P. Hunt, USMC, was presented the Legion of Merit recently at Pearl Harbor by Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet. The award was for meritorious conduct as Commanding General, Marine Garrison Forces, 14th Naval District, and for maintaining Marine defenses on Midway, Johnston and Palmyra Islands.

**AWARDED THIRD MEDAL:** The Bronze Star Medal has been awarded to Rear Adm. John J. Ballentine, USN, of Hillsboro, Ohio, for outstanding performance of duty as Deputy Commander Air Force, Pacific Fleet. He had previously won the Silver Star Medal and the Legion of Merit for distinguishing himself in combat while commanding officer of a Fletcher-class carrier in the Central and South Pacific, aiding several others and completely routing the attackers without damage to his ship or the convoy.

**Lt. Comdr. Frederick E. Janney, USN, Winnetka, Ill.:** As fire control officer and assistant approach officer in a submarine during a successful patrol off Indonesia, he brought to bear his thorough knowledge of fire control and rendered invaluable assistance to his commanding officer in conducting determined attacks which resulted in the sinking of an important amount of enemy shipping.

**Lt. Comdr. Walter L. Smill Jr., USN, Elizabeth City, N. C.:** As torpedo data computer operator aboard a submarine during a successful patrol in the Pacific, he rendered invaluable assistance to his commanding officer in a series of attacks which resulted in the sinking or damaging of a large amount of Japanese shipping.

**Lt. Comdr. Paul C. Stimson, USN, Santa Monica, Calif.:** As executive officer of a submarine in the Pacific area, he skillfully performed his duties throughout a series of attacks which resulted in sinking or damaging an important amount of hostile shipping.

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**OFFICIAL U.S. NAVY PHOTOGRAPH**

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**Lt. Comdr. Joseph H. Devine Jr., USN, New York, N. Y.:** As commanding officer of a destroyer during the occupation of the Gilberts and Marshalls, he fought his ship boldly in the face of severe aerial attacks. During an attack on the Marshalls his ship withstood continuous night attacks for more than seven hours and retired from the engagement undamaged.

**Lt. Comdr. Royal L. Rutter, USN, Vallejo, Calif.:** As commanding officer of a submarine during an aggressive and successful patrol against Japanese shipping in the Pacific, he pressed home a series of courageous and skillful attacks which resulted in the damaging of an important amount of enemy shipping.

**Lt. Comdr. Philip A. Beshany, USN, Brooklyn, N. Y.:** As engineering and diving officer aboard a submarine during the vessel's first three war patrols, he executed his tasks with ability and inspiring calmness and contributed to the sinking of an important amount of Japanese shipping.

**Lt. Comdr. John Harlee, USN, Oshawa, Ont., D. C.:** As commanding officer of PT 14, he completed 34 combat patrols against Japanese barge traffic along the north coast of New Guinea and western New Britain, destroyed one 125-foot lugger, one torpedo boat and nine barges, and damaged two barges and one enemy plane. On 10 September 1943, he led two PT-boats close ashore into the face of 3-inch gunfire from shore batteries at Blucher Point, New Guinea, and sank three Japanese barges and damaged two others.

**Lt. Comdr. Roger M. Keithly, USN, Huntington Park, Calif.:** As assistant approach officer aboard a submarine during a successful patrol against Japanese shipping, he displayed expert knowledge of torpedo fire and rendered great assistance to his commanding officer in sinking or damaging an important amount of enemy shipping.

**Lt. Comdr. Gerald L. Ketelhut, USN, Bellingham, Wash.:** As commanding officer of a warship which was screening a convoy of landing craft on 22 September 1943, he fought off a vicious attack by 10 enemy torpedo planes. Through his able direction of maneuvering and fire, he avoided two torpedoes, shot down another and assisted in the destruction of another.

**Lt. Comdr. George H. Laird Jr., USN, Washington, D. C.:** As executive officer, navigator and data officer aboard a submarine during her first three war patrols, he executed his many tasks with outstanding ability. He rendered invaluable assistance to his commanding officer in the sinking of an important amount of Japanese combatant and merchant shipping.

**Lt. Comdr. Edward P. Madley, USN, Corona, Calif.:** As approach officer in a submarine during a successful war patrol in the Pacific, he displayed sound judgment and exceptional resourcefulness in assisting his commanding officer in a series of efforts.
during attacks which resulted in the sinking or damaging of much enemy shipping.

**Lt. Comdr. Franklin D. Roosevelt Jr., USNR, Hyde Park, N. Y.:** When bomb fragments and flying shrapnel wounded two men on the bridge of his PT-boat at the harbor of Palermo, Sicily, on the night of 1 August, 1943, he disregarded his own danger in order to administer first aid. During the two days of the attack he cared for the most critically injured of the men down the ladders from the bridge to the nearest battle dressing station.

**Lt. Comdr. John S. Schmidt, USN, St. Louis, Mo.:** As assistant approach officer aboard a submarine, he rendered invaluable assistance to his commanding officer in a series of vigorous raids which resulted in the sinking or damaging of much Japanese shipping.

**Lt. Ernest C. Arbuckle, USNR, San Francisco, Calif.:** While commanding three PT-boats off Cape Orle, local-encountered and engaged an F-lighter, transporting supplies to enemy forces. He led his boats in a highly effective torpedo and gunfire attack and, although seriously wounded, directed his men to direct engagement until he collapsed when the boats returned to port.

**Lt. John S. Baylis Jr., USNR, New York, N. Y.:** As commanding officer of PT-boat 164 during an offensive patrol along the northern coast of New Guinea on 29 July 1943, he engaged three Japanese barges and assisted in sinking three of the enemy craft. On two other occasions he contributed to the sinking of two barges and the damaging of two others.

**Lt. Edward R. Bengtson Jr., USN, 140th AAF:** As commanding officer of a PT-boat on 15 February 1944, he led his ship into combat with six enemy vessels and assisted in sinking three and damaging three others. On two other occasions he contributed to the sinking of four barges and the damaging of another.

**Lt. John L. Carey, USNR, Mercer Island, Wash.:** Leading his PT-boat into action against a large formation of enemy barges on 28 July 1943, he assisted in sinking six and damaging several others, despite poor visibility and fierce resistance. On two other occasions he contributed to the sinking of four barges and the damaging of another.

**Lt. George E. Coolman, USNR, Englewood, N. J. (posthumously):** As executive officer of a PT-boat squadron and commanding officer of a group of these boats, he attacked two large, well-armed barges and scored many hits on them in the face of their determined efforts to evade the PTs encircling and overwhelming them. In the course of the engagement, he led his PT group between them and pressed home his attack on one barge at very close range. Although killed during this first engagement, he insured the probable destruction of both enemy craft.

**Lt. Francis J. Doerfler, USNR, New York, N. Y.:** Serving as torpedo data computer operator aboard a submarine, he rendered valuable assistance to his commanding officer by his thorough knowledge of fire control equipment and his accuracy in interpreting attack data.

**LIEUT. Edwin A. Dubose, USNR, Fort Worth, Tex.:** In command of three PT-boats off Cape Milazzo, Sicily, on 16 August 1943, he encountered two enemy E-boats attempting to attack our landing ships and forced them to abandon their objectives and employ drastic evasive maneuvers. His forward thinking and complete destruction of the E-boats was a major factor in winning the battle.

**Lt. Wallace H. Garrett Jr., USN, Portsmouth, N. H.:** As gunnery officer of a warship during the occupation of Revoluca, he conducted in an exposed position and directed his fire with utmost accuracy, silencing enemy installations and destroying bivouac areas, fuel and ammunition dumps and airfield facilities. As a result of his efforts, he forced the enemy to withdraw.

**Lt. Russell E. Hamacheck, USNR, Manistow, Wis.:** As commanding officer of PT-boat 150 during patrols against Japanese barge traffic along the north coast of New Guinea, he assisted in sinking five of the enemy craft on 20 July 1943. Braving intense enemy fire and two later occasions, he helped sink two barges and probably destroy another.

**Lt. Robert Homans, USNR, Boston, Mass., Lieut. James L. McClure, USNR, Shawnee, Okla., and Lieut. Peter L. Jagt, USNR, Grand Rapids, Mich.:** As assistant division officers during the amphibious invasions of Lae and Finschhafen, they led the assault waves of landing craft from their ships to the beach and, despite bitter enemy resistance from machine guns and mortars on the shore, made their landing on schedule at the designated point without a loss of a single craft.

**Lt. Donald M. Kable, USNR, Kansas City, Kans.:** As assistant approach officer and later diving officer aboard a PT-boat, he assisted in destroying several Japanese barges and watercraft on 13 August 1943. During the engagement, his commanding officer was hit by a exploding shell and was injured.

**Lt. Francis H. McCado Jr., USNR, Greenwich, Conn.:** As commanding officer of a PT-boat off the northern coast of New Guinea, he led his ship into combat with six Japanese barges on 16 March 1943 and assisted in sinking all six craft. On two other occasions he contributed to the destruction of three barges and the probable destruction of three others.

**Lt. Montrose G. McCormick, USN, Hollywood, Calif.:** As torpedo data computer operator aboard a submarine during numerous patrols, he proved repeatedly accurate in the assessment of vital damage and valuable assistance to his commanding officer in the sinking or damaging of considerable Japanese shipping.

**Lt. Robert E. Herne, Rye, N. Y.:** As commanding officer of PT-boat 293 off Kelibia Roads, Tunisia, when a grounded Allied ship was set afire by her own crew to prevent capture, he entered the enemy-held harbor and maneuvered his small craft close to the blazing vessel to rescue survivors in the water. Although subjected to determined rifle fire from the shore, he successfully completed the rescue activities and disabled the enemy.

**Lt. Lawrence Savadkin, USNR, Forest Hills, N. Y.:** Although seriously wounded when his ship was severely damaged by hostile shore batteries off Palermo, Sicily, on 26 July 1943, he conducted a thorough inspection of flooded compartments. Quickly establishing the extent of damage, he directed necessary measures to effect repairs, thereby contributing materially to the saving of his ship.

**Lt. (jg) James W. Emmons, USNR, Lawrenceville, Ill.:** While commanding PT-boat 119, he led his ship against a large formation of enemy barges along the northern coast of New Guinea on 28 July 1943 and assisted in sinking six of the craft and damaging several others. On another occasion he assisted in sinking four others.

**Lt. (jg) Benjamin W. Haseltine Jr., USNR, Pittsburgh, Pa.:** As commanding officer of the LCT (5) 380 during heavy attacks by Japanese dive bombers at Arava, he put up a heavy volume of antiaircraft fire while the vessel was broached on the beach. After 14 hours of recurring attacks, he succeeded in getting the craft clear of the beach and returned without assistance to safety.

**Lt. (jg) John K. Hayes, USNR, St. Louis, Mo.:** In charge of a battery on an LST during the assault on Lae, he remained at his station when hostile planes strafed the ship and, although seriously wounded, continued to direct the fire until the Japanese were forced to retire.

**Lt. (jg) Joseph F. Keefe, USNR, Washington, D. C.:** In command of an LCT during the assault on Guadalcanal, he maneuvered his ship in a courageous manner and strafed enemy shore positions at close range with automatic weapons. Despite the heavy fire at his craft, he succeeded in getting the craft clear of the beach and returned without assistance to safety.
**Lt. (jg) John H. Kistler, USNR, Jenkintown, Pa.:** As commanding officer of the USS C-9477, assigned to aircraft rescue duty from 23 June to 27 July 1943, he operated from Hondo, Texas, to Rendova Island and Munda and skillfully rescued 14 airmen and returned two others to duty. When a stranded crewman on Kudela Island on 26 July, he deliberately drew the fire of enemy shore batteries to protect the dinghy which was proceeding with the rescue operations.

**Lt. (jg) Edgar A. King, USNR, Wichita, Kans.:** Leading his PT-boat into combat against four enemy barges off the northern coast of New Guinea on 27 July 1943, he assisted in sinking all four. Later, he contributed to the sinking of six more Japanese barges.

**Lt. (jg) Thomas J. Morrissey, USNR, Racine, Wis.:** In command of an LCI rocket ship during amphibious assaults at Humboldt Bay, Wakde Island and Biak Island, he courageously strafed enemy shore positions at close range with his weapons to minimize casualties and material damage to our forces at Wakde by interposing his ship between enemy gun positions and the leading waves of the landing force while under heavy gunfire.

**Lt. (jg) Richard H. O'Brien, USNR, Vandergrift, Pa.:** While in command of two PT-boats in the Gulf of Eilat, Italy, on the night of 29 July 1943, he encountered an enemy convoy of two F-lighters escorted by four E-boats. Despite the heavy odds he delivered a furious close-range torpedo and gunfire attack which resulted in the severe damaging of several ships and the probable sinking of another.

**Lt. (jg) Frank J. Wenter, USNR, Evanston, Ill.:** As boat wave commander during the invasion of Lae and Finschhafen, he personally led the assault waves of landing craft from his ship to the beach and, despite bitter enemy resistance from machine guns and mortars, made landfall at the desired points without loss of a single craft.

**Ens. William J. Travis, USNR, Pana, Ill. (missing in action):** As fury gunfire during the amphibious assault upon Biak Island, he braved fierce gunfire to advance deep into hostile territory to coordinate naval gunfire in support of the withdrawal of Army troops from an untenable position.

**Ens. (then Y1c) John H. Gillmore, USNR, Handley, Tex.:** Serving aboard a submarine during the successful war patrols in the Southwest Pacific area, he performed his duties with outstanding skill and contributed to the sinking or damaging of an important Japanese ship.

**Ens. (then CMM) Harold M. Steeves, USN, Quincy, Mass.:** When his ship was damaged by a bomb during an air attack off Palermo, Sicily, on 8 August, he went to the aid of men trapped in the forward engine room which was flooded and filled with escaping steam and rescued one of his comrades. He assisted in repairing and operating the pumps in the forward fire room until the flooding of this compartment was brought under control.

**Boatswain David A. Elder, USN, Boston, Mass.:** When bomb fragments and flying shrapnel wounded two men on the bridge of his destroyer at Palermo, Sicily, on 1 August 1943, he went to their assistance to administer first aid. During the height of the attack, he assisted in getting the men down the ladders from the bridge to the nearest battle dressing station.

**Machinist (then MM1c) Warren W. Pemberton, USN, San Francisco, Calif.:** While his ship was severely damaged his ship and trapped crew members in the after fire room during the invasion of Sicily, he entered the compartment, which was fast flooding and dense with steam, and assisted in removing his imprisoned shipmates.

**Theodore J. Converse, CMM, USN, Poughkeepsie, N. Y.:** When his destroyer was damaged by a bomb which landed close aboard during an air attack off Palermo, Sicily, on 26 July 1943, he went to the aid of men in the forward bridge which was flooded and filled with escaping steam. Although he knew the ship was in danger of sinking, he continued his efforts for a period of time in an effort to save the lives of men who might be trapped.

**Ens. (then Y1c) John D. Dennison, CWT, USN, Zephyr, Tex.:** As a shipmate was trapped in the after fire room when an enemy bomb severely damaged his ship during the Sicilian campaign, he entered the compartment which was fast flooding and dense with steam and assisted in bringing his imprisoned shipmates to safety.

**Wesley F. Terry, ARM1c, USN, San Diego, Calif. (posthumously):** As radioman of a torpedo bomber during an attack on shipping at Kavieng harbor on 25 December 1943, he performed his duty with severe wounds and continued heavy antiaircraft fire. He skillfully armed his bombs during the bombing run, thereby enabling his pilot to drop all bombs directly on target.

**Lawrence J. Wagner, SM1c, USN, Rockford, III.:** Serving aboard a submarine during numerous war patrols, he rendered invaluable assistance by his vigilance and thorough knowledge of surface attacks and by his outstanding skill as bow planesman on submerged attacks. He participated in a series of raids in which a large number of enemy shipping was sunk or damaged.

**Arthur Jones, StM2c, USN, Memphis, Tenn.:** Attached to the USS Cory when it was sunk as the result of shellfire from shore batteries off the St. Marcoufs Island, he saved the life of a shipmate by holding him up in the water for two hours, although badly wounded.

**Clement J. Lenczowski, MM2c, USN, Philadelphia, Pa.:** While engaged with other members of a landing boat crew in unloading cargo during the invasion of Italy, he disregarded the approach of a hostile aircraft. Quickly manning a machine gun, he fired upon the plane as it came in low strafing the beach and brought it down.

**Joseph Mikrut, GM3c, USN, Perth Amboy, N. J., and Anthony S. Niedziela, GM3c, USN, Bayonne, N. J.:** When their landing craft, carrying a cargo of high explosives and inflammable material, was suddenly the target of a vicious strafing attack by Italian dive bombers over Palermo, Sicily, they manned a 20-mm. gun and brought down the attacking plane.

**Gold Star in lieu of Second DISTINGUISHED FLYING CROSS**

**Capt. (and Director) Charles W. Brewster, USN, Tulsa, Okla. (missing in action):** When he sighted a surfaced U-boat during an antisub patrol, he made a daring strafing attack on the conning tower at close range and prevented the sub's crew from manning the antiaircraft guns. His machine-gun fire caused a violent explosion and started fires in the conning tower and superstructure, rendering the sub vulnerable to the attacks of the accompanying bomber.

**Lt. Comdr. John T. Blackburn, USN, Washington, D. C.:** As pilot and 70th Pursuit Squadron fighter officer and pilot of a fighter squadron operating in the New Britain area from 26 Jan. to 26 Feb. 1944, he flew 30 combat sorties, 2 of which were escort missions or fighter sweeps over Rabaul. In two escort missions he accounted for three intercepting Japanese aircraft. In one of his missions he destroyed three others. On 6 February he led four fighter planes against more than 30 Jap planes, destroying four and severely damaging two of the enemy planes.

**Lt. Comdr. Robert F. Farrington, USN, Watertown, N. Y.:** As commanding officer of a torpedo bomber squadron from 1 to 19 Nov. 1943, he led his squadron in four bombing attacks against Buka and Bonis airfields on Bougainville, one extremely damaging attack against Japanese warships in Rabaul harbor and one three-plane strike against the heavily fortified Nauru Island.

**Lt. Comdr. Vincent L. Hathorn, USN, Pittsfield, Me.:** Operating from a carrier on a pre-dawn takeoff and in monsoon weather, he led his squadron in a daring attack on the strategic enemy naval and air base at Sabang, Sumatra. Later, he led his squadron across an expenditure of 80 miles of heavily defended Japanese territory, including 13 airfields, to completely destroy a vital oil refinery at Soerabaja, Java.

**Lt. Comdr. William E. Rowbotham, USN, Mesa, Ariz. (missing in action):** As commanding officer of Torpedo Squadron 12, he led his squadron in two devastating strikes against Japanese shipping in the harbors of Sabang, Sumatra, and Soerabaja, Java. He fearlessly dove to within 50 feet of the water to press home his head-on bombs and scored hits in two enemy freighters before he was forced down in the sea.

**Lt. Comdr. Sam L. Silver, USN, Baltimore, Md.:** As commander of a squadron, he led his planes in...
SECOND DISTINGUISHED FLYING CROSS cont.

sorties over Truk during which they shot down five enemy planes. He led a fighter reconnaissance attack against Guam, during which a new airfield was located and attacked, and two enemy planes were destroyed in the air and eight on the ground. While his squadron was escorting bombing strikes at Timian, four enemy planes were shot down and an estimated 30 were destroyed on the ground.

★ Lieut. Burton F. J. Albrecht, USNR, Eugene, Oreg.: Suddenly attacked by 14 Jap fighters while engaged in attacking a force of destroyers off Bougainville, he struck fiercely and accurately, completely destroyed three of the fighter planes and severely damaged several others and returned to his base without damage to his plane or casualties among the crew. On 6 October he engaged a more maneuverable enemy medium bomber and destroyed it.

★ L. (Jg) James W. Syme, USNR, Albuquerque, N. M. (missing in action): As a fighter pilot during operations against the Marshalls and Palau, he scored many direct hits on enemy installations and shipping. On a vital mission to Palau he intercepted and destroyed a Jap bomber. Later, when his flight of 10 planes encountered 30 hostile fighters, he probably destroyed one Jap plane, although his own plane was crippled during the action.

Distinguished Flying Cross

★ Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action) and Lieut. Julius K. Brownstein, USNR, South Bend, Ind.: As fighter pilots in the Atlantic area on 13 July 1943, they discovered a fully surfaced U-boat and immediately went into action. Despite continuous antiaircraft fire, they strafed the sub with such accuracy that enemy gunners were cleared from their stations, thereby contributing to the eventual destruction of the sub.

★ Comdr. (then Lieut.) Edward C. Outlaw, USN, Pensacola, Fla.: As flight leader of a fighter escort for bombing planes in the Solomons, he participated in the battle against a Japanese destroyer force and positions at Munda Point and Vila Plantation. On 7 February 1943, he and his flight shot down three enemy planes and enabled the divebombers to carry out their mission successfully.

★ Comdr. (then Lieut.) Carl W. Rooney, USN, Pensacola, Fla.: Participating in a vigorous strafing run against six enemy transport ships at Kokumbona, he inflicted serious damage upon the vessels and many casualties among the personnel. Later in the mission, enemy fighters, blasted one from the sky and damaged two others.

★ Comdr. (then Lt. Comdr.) Robert L. Comdr. Winston, USN, Washington, Ind.: Leading a four-plane division of thirty planes on 30 March 1944, he courageously attacked a formation of Judy divebombers and personally shot down three of the nine planes destroyed during the division.

★ Comdr. (then Lt. Comdr.) Robert G. Dose, USNR, St. Louis, Mo.: Leading his squadron as escort for torpedo and divebombers in a strike against enemy installations at Espang, he led his own four-plane division in destroying six planes and forcing a landing craft to beach. Later, flying cover for seven divebombers attacking shipping in the harbor at Soerabaja, Java, he led his division in setting fire to three planes. On the return flight to his carrier, eight more planes were burned and six others damaged at Morotai.

★ Lt. Comdr. Allen L. Seeman, USNR, Madison, Conn. (missing in action): While piloting a Liberator in the vicinity of New Guinea on 25 April 1944, he made repeated attacks on important enemy shipping and sank or destroyed two small merchant vessels, 10 barges and two armed sampans and inflicted numerous casualties on Japanese troops. Although his plane was severely damaged, he returned it safely to base.

★ Lt. Comdr. James B. Taylor Jr., USNR, New York, N. Y. (posthumously): While testing a new plane for the Navy at Dahlgren, Md., in March 1939, he lost consciousness as a result of severe acceleration during the pullout after a high-speed dive but, with part of his craft torn loose and a wing deflected and brought in under control. On 25 May 1942, he volunteered for an exceptionally dangerous flight to test a new Navy fighter plane and lost his life when the electrical control mechanism failed to function.

★ Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): Commanding a squadron of torpedo bombers in the Gilberts, Marshall, Caroline and Marianas Islands from February 1943 to April 1944, he guided his flyers in close support of landing operations, and particularly in several daring rescue missions of fellow airmen who were down at sea in enemy waters. His squadron’s success was due, in large measure, to his leadership, skill and coolness.

★ Lieut. Lauren M. Allen, USNR, Mt. Vernon, Ill. (missing in action): As section leader flying low as escort for our torpedo bombers in a strike at a large concentration of Jap signed the extremely hazardous task of obtaining low, close, oblique photographs of enemy beaches on Kwajalein Atoll, he was attacked by 12 or more enemy fighters and severely damaged his objective. Assuming the brunt of the enemy assault in order to protect the accompanying plane, he maintained accurate fire against the enemy planes and destroyed one enemy plane. Completing his task and returning to base with valuable information.

★ Lieut. Kenneth E. Cotton, USNR, San Marino, Calif. (missing in action): While escorting an aircraft at Kwajalein Atoll on 4 December 1943, he shot down two enemy planes in flames and contributed materially to the success of his task. The plane was shot by 19 Zeke and one twin-engine bomber in the air and the probable destruction of two other fighters.

★ Lieut. Merl W. Davenport, USNR, Detroit, Mich.: On 8 November 1943, off the southwest coast of Bougainville, he placed his four-plane division in a position which resulted in the speedy destruction of a Japanese bomber. On 13 November, while proceeding on a dawn attack on an enemy airfield, he rescued a comrade who had been shot down at sea the day before. In a second attack on an enemy airfield, he shot two fighter planes down in flames. He led his team in repeated strafing runs, destroying hostile installations and thereby contributing to the effectiveness of the attack.

★ Lieut. Melvin C. Hoffman, USN, Salt Lake City, Utah: As a fighter pilot operating near Marcus and Wake Islands, he made strafing runs in which he set fire to gasoline storage and silenced antiaircraft batteries. He led two strafing attacks on grounded aircraft, causing complete damage and shot down two enemy fighters under very difficult conditions of morning twilight.

★ Lieut. Leonard A. Johnson, USNR, Saugus, Calif. (posthumously): When flying over Marcus Island to drop gasoline bombs, he sighted near Truk on 5 May 1944, he maneuvered his patrol bomber for a daring attack and made 14 bombing and strafing runs at perilously low altitude. Despite intense antiaircraft fire, he sank one ship and inflicted severe damage on the other.

★ Lieut. Raymond F. Myers, USNR, Asheville, N. C.: escorting our bombers during a strike against Japanese shipping near Buraku Island, he flew through intense antiaircraft fire and strafed five hostile warships. In a subsequent raid on two cruisers and four destroyers near Rendova Island, he destroyed one enemy ship, enabling our bombers to carry out an effective close-range attack.

★ Lieut. Richard E. O’Connell, USNR, Minneapolis, Minn. (missing in action): As section leader flying low, cover for our torpedo bombers in a strike at a large concentration of Jap
warships at Rabaul on 5 November 1943, he effectively repelled enemy fighters encountered en route and provided complete protection for our planes to the final break-off point. He assisted in the destruction of 11 enemy planes shot down by his squadron.

**Lieut. John E. Porter Jr., USNR, Long Beach, Calif.: As commander of a Liberator operating from Rabaul and Momote airfields from 24 March to 29 May 1944, he wrecked four small merchantmen and one loaded barge, destroyers, and, tailing a Japanese, destroyed an enemy bomber in aerial combat and wrecked a medium-sized merchantman.

**Lieut. Richard III, USNR, Richmond, Va. (missing in action): As a division leader of Fighting Squadron 23 and while flying high cover for our torpedo bombers in an attack on Japanese cruisers and destroyers at Rabaul on 5 November 1943, he employed excellent tactics and maintained a strong defensive formation throughout the flight. Intercepted by eight Japanese planes during the retirement, he fought his plane courageously and assisted in the destruction of the 11 planes shot down by his squadron.

**Lieut. Robert P. Williams, USNR, Snoqualmie, Wash.: While carrying out a routine patrol flight as pilot of a torpedo bomber, he sighted a fully surfaced enemy submarine. He immediately attacked the U-boat, sending four depth charges exploding close aboard and causing damage which rendered the enemy craft unable to submerge.

**Lt. (jg) LaVier C. Alber, USNR, San Francisco, Calif.: Flying cover for six torpedo planes on a strike against Japanese shipping in the harbor at Soerabaja, Java, on 17 May 1944, he led a bold strafing raid in advance of the bombers to draw antiaircraft fire away from them. He set fire to one large cargo vessel and severely damaged docks, warehouses and another cargo ship. Later, while covering a heavily torpedoed bomber forced down and providing protection until the crew had climbed into a life raft.

**Lt. (jg) Frederick H. Fox Jr., USNR, Lebanon, Pa. (posthumously): Piloting a torpedo bomber from a carrier during an attack on Japanese shipping near Rabaul on 11 November 1945, he obtained a hit on a destroyer causing it to capsize. Later the same day he flew through heavy antiaircraft fire to attack divebombers and torpedo planes which completely outclassed his own craft.

**Lt. (jg) William W. Fratus, USNR, San Leandro, Calif. (missing in action): Piloting a torpedo plane during an attack on a Japanese ship in Rabaul on 5 November 1943, he came in low over the target and made a daring run at a warship getting under way in the Simpson Harbor. He assisted in the destruction of the 10 planes shot down by his squadron and to the severe damage inflicted on import warships.

**Lt. (jg) John D. Gaven, USNR, Milwaukee, Wis.: Participating in a daring strafing run on the airfield at Sabang, he was caught in a burst of antiaircraft fire which severely damaged his plane. He courageously remained over the target and made four more effective runs, greatly assisting his division in setting fire to four large planes, damaging two others and beaching a small boat. Later, while escorting the strike group in a raid on Soerabaja, Java, he contributed to the burning of three planes and the damaging of another.

**Lt. (jg) Jack D. Madison, USNR, Vanderbilt, Tex. (missing in action): As section leader flying high cover for three torpedo bombers, he pressed home attacks from a valuable Japanese carrier in the western lagoon of the Palau islands on 30 March 1944. His airmanship and fighting spirit were material factors in the ultimate sinking of the ship.

**Lt. (jg) Dale C. Klahn, USNR, Lamont, Wyo.: Proceeding to Sabang, Sumatra, in advance of the main striking group, he guided his plane at dangerously low levels to obtain vital photographs of the area and make four effective strafing runs on the airfield, destroying two Zeroes, one torpedo bomber and a transport plane. When his fighter plane was badly damaged by antiaircraft fire, he headed out to sea and parachuted into the water. At Soerabaja, he again strafed an airfield, destroying one transport plane and damaging two Others.

**Lt. (jg) Jack D. Madison, USNR, Vanderbilt, Tex. (missing in action): As section leader flying high cover for three torpedo bombers during a strike against a large concentration of Japanese cruisers and destroyers at Rabaul on 5 November 1943, he maintained a strong defensive formation throughout the flight and provided complete protection for our planes. Intercepted by four Jap fighters on his return flight, he probably destroyed one and contributed to the destruction of 10 planes shot down by his squadron.

**Lt. (jg) Glen D. Michel, USNR, Tippton, Kans.: While engaged in a hazardous night flight in the Bismarck Sea, he attacked an enemy destroyer in a large convoy in the face of intense antiaircraft fire which severely damaged his plane. He obtained a direct hit and heavily damaged the warship.

**Lt. (jg) Lloyd Nicholas, USNR, Elcor, Minn. (missing in action): Flying a torpedo bomber during an attack on Japanese shipping in the Truk lagoon on 17 February 1944, he probably destroyed one and contributed to the destruction of 10 planes shot down by his squadron.

**Lt. (jg) Charles M. Pearson, USNR, Madison, Wis. (missing in action): He participated in hazardous divebombing missions against Japanese warships and shipping in the Marshall Islands and Carolines from 29 January to 30 March 1944. He pressed home a daring attack on a Japanese warship at Rabaul harbor on 5 November 1943, he hurtled his plane directly at a warship getting under way in the center of Simpson Harbor. He contributed materially to the destruction of the 10 planes shot down by his squadron and to the severe damage inflicted on Jap warships.

**Lt. (jg) James E. Schohy, USNR, Boston, Mass. (posthumously): Discovering a U-boat fully surfaced and disabled in the Atlantic area, he maneuvered his torpedo bomber into striking position and sent four depth charges exploding close aboard, resulting in the destruction of the sub.

**Lt. (jg) George F. Scott Jr., USNR, Marion, Ark. (missing in action): Piloting a torpedo bomber in a strike at Japanese warships at Rabaul harbor on 5 November 1943, he hurtled his plane directly at a warship getting under way in the center of Simpson Harbor. He contributed materially to the destruction of the 10 planes shot down by his squadron and to the severe damage inflicted on Jap warships.

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NAVY & MARINE CORPS MEDAL cont.

★ LT. Comdr. Howard A. Thompson, USN, Honolulu, T. H.: As first officer of a submarine during her first three war patrols in Japanese-controlled waters, he meticulously executed his duties and contributed in large measure to the sinking or damaging of many tons of enemy shipping.

★ Lieut. H. L. McGuire, USNR, Leavenworth, Kans.: When the LST 348 was set afire and sunk by enemy action off the island of DeZammone, Italy, he went to the assistance of several men whose clothing was on fire and beat out the flames with his bare hands. After severe burns in the process. After reaching a life raft he recovered survivors who were in danger of drowning, although painfully injured himself.

★ Lieut. John G. Piegari, USNR, New York, N. Y.: When the USS Lusome Bay was torpedoed and sunk, he and another officer assisted a fellow officer who was still weak from an appendectomy performed seven days before and who would have lost his life without their assistance.

★ Lt. (jg) Rufus C. Harper, USN, San Diego, Calif.: When a Navy torpedo plane crashed and burst into flames at the Naval Auxiliary Air Station, Boca Chica, Fla., on 6 May 1944, he entered the blazing plane and handed out a helpless radioman. He then reentered the burning craft in an effort to locate another occupant whom he believed to be still in the plane.

★ (jg) H. E. Hiestand, USNR, Nashville, Tenn.: Thrown into the water by a second explosion when the LST 348 was sunk off the Island of DeZammone, Italy, he went to the assistance of an injured crew member who was in danger of drowning. Although badly burned himself, he assisted the man to stay afloat until long after he had died of burns and exposure.

★ Lt. (jg) Mead B. Kibbey, USNR, Sacramento, Calif.: When the minesweeper he was serving was sunk off the coast of France on 2 July 1944, he swam clear of the sinking ship, then returned to save an enlisted man who tried to move too fast because of a back injury. Later he returned to save a lost officer who was about to sink as the result of swallowing quantities of oil and sea water.

★ Chief Carpenter Henry H. Youngblood, USN, San Diego, Calif.: During the Japanese attack on Pearl Harbor, he showed great courage and determination in cutting away the bulkheads that entrapped many men. While engaged in this task he suffered a shoulder wound from which he regained consciousness he strove to return to his station.

★ Torpedoman Byron K. Gradoville, USN, Whittier, Calif.; Arnold H. Johnson, USN, Fort Benning, Ga.; M. T. McCandliss, USN, Los Angeles, Calif.: While serving aboard a submarine during the vessel's first three war patrols in enemy waters, they displayed great courage under fire and efficiently performed their duties. They contributed in large measure to the sinking or damaging of an important amount of Japanese shipping.

★ Boatman John M. Kelly, USN, Honolulu, T. H.: When a torpedo failed to explode against an island cliff during firing tests in the Pacific war area, he voluntarily made repeated trips over the side of the ship to lower shark-infested seas until the dormant missile was eventually located and retrieved.

★ Machinist John T. Strauss, Jr., USN, Jackson, Miss.; Oden V. Hayes, CMM, USN, Pittsburg, Calif.; and Charles L. Greenwood, EMM, USN, Auburn, Calif.: When a large quantity of CO2 gas escaped in the after end of a ship on 20 July 1943, they disregarded their personal safety and went below to investigate. Discovering two men who had been overcome by the fumes, they carried them to safety, even though they were nearly unconscious themselves.

★ William W. Ford, Jr., CWT, USN, Alpena, Mich.: When enemy shells caused fires in dangerous proximity to the portable gasoline stove of his ship during the invasion of Sicily, he extricated himself from the overboard several gasoline drums which were jammed in their racks. He then assisted in segregating ruptured sections of the drums, enabling the fires to be brought under control.

★ Frederick G. Humphreys, CMM, USN, Tucson, Ariz.: While serving aboard the USS Susan B. Anthony when the ship was in the Bay of Scine on 7 June 1944, he went to the assistance of an officer who had fallen through an opening in the deck and was over his head in water and oil. Although he could not swim, he rescued the officer from possible death.

★ John G. Mackay, ACMM, USN, Duluth, Minn.: While on board a landing ship in a passenger status on route to Hapao on 12 September 1943 his ship was struck by a bomb during an air attack. He heroically fought the fires that ensued and assisted in caring for the wounded and in removing the dead. He preserved for air technical intelligence purposes much extremely valuable enemy equipment.

★ Walter A. Currey, CCS, USN, Monterey Park, Calif. (missing in action): He volunteered to swim 150 yards through a treacherous surf and undertow to assist an officer in securing an escape boat line from a wrecked naval vessel to a coral reef. He overcame the current drift and made the messenger line fast so that eventually the entire ship's company was able to pass over a riding line to safety.

★ William J. Warren, ACMM, USN, Carriers Mills, Ill.: When fire broke out under a truckload of live depth charges at the Naval Air Station, Norfolk, Va., on 17 September 1943, he remained at his post and directed his men in a heroic attempt to remove aircraft from the danger area. Although severely wounded in the ensuing explosion, he worked desperately to rescue his men still remaining in a burning bunker.

★ Carl R. Washburn, ACMM, USN, Kansas City, Mo.: When a fire broke out under a truckload of live depth charges at the Naval Air Station, Norfolk, Va., he remained at his post and directed his men to points of safety. Although critically injured and unable to walk as the result of the ensuing explosion, he continued to direct rescue and fire-fighting operations until removed to the sick bay. He was later moved to the following hospitals: Donald M. Alexander, Ytle, USNH, Washington, D. C., and Robert L. Morrow, GM1c, USN, Asbury Park, N. J.: While serving in a minesweeper that was sunk during operations off the coast of France on 2 July 1944, they launched a rubber life raft and rescued five badly wounded shipmates who were drowned and unable to swim because of their injuries.

★ Alonzo J. Bourgeois, SF1c, USNR, Lynn, Mass.; John J. Burke, SF1c, USNR, Dorchester, Mass.; Earl W. Goodrich, R1c, USN, Wollaston, Mass.; Marvin O. Hinch, CM1c, USN, Revere, Mass.; Raymond F. Le Houllier, CM1c, USNR, Somersworth, N. H.; John A. MacDonald, CM1c, USNR, Boston, Mass., and Murray M. Miller, MM1c, USNR, Brooklyn, N. Y.: As salvage divers during the invasion of Sicily, they carried on the salvage of sunk and damaged ships while the area was under enemy artillery and bombing attack. They dived under extremely hazardous conditions to conduct underwater surveys which materially contributed to rapid salvage and repair of units required for further operations against the enemy.

★ Harold J. Higgins, AMM1c, USN, Odell, Ill.: When a fire enveloped a large group of live depth charges on a truck at the Naval Air Station, Norfolk, Va., on 17 September 1943, he rushed toward the blaze with a hand-held extinguisher and worked desperately to check the flames until a moment before the charges exploded and he was seriously injured.

★ Vernon A. Larson, MM1c, USNR, Portland, Oreg. (posthumously): During the sinking of a floating drydock at an advanced naval base in the South Pacific on 2 November 1944, he went below where members of the
night shift still were sleeping. He entered the sinking pontoon to awaken his shipmates but failed to save himself.

* Richard D. Stine, MoM1c, USNR, Van Nuys, Calif.: When his minesweeper was sunk off the coast of France on 21 July 1944, he was thrown 50 feet into the air and about 75 feet from the sinking ship. Although still dazed, he pulled six wounded shipmates on a raft and kept them together, thus saving their lives.

* Louis J. Ciprari, CM1c, USNR, Worcester, Mass.: Although painfully wounded during the assault on Sicily, he made several hazardous trips through the blazing radio room and assisted in rescuing his trapped shipmates. He then directed a fire-fighting party and assisted materially in bringing the fires under control.

* Haskell L. Goins, EM2c, USN, Tracy City, Tenn.: When enemy fire damaged his ship and severely wounded many of the crew, he remained aboard and went off Majuro Atoll, and two other men swam out toward the drowning man but were unable to get a secure hold on him. Trying desperately to save his companion, he became exhausted and was carried into the lagoon by the tide.

* Richard R. Westergard, BM2c, USN, Cedar Spring, Mich.: Observing the desperate struggle of a warship whose outrigger canoe had swamped off Opolu, Western Samoa, he dived over the side of his Navy launch, which was unable to get close enough to throw a line, swam to the canoe and rescued the marine.

* Charles M. Ward, MoM2c, USNR, Brooklyn, N. Y.: Although saturated with oil when the LST 348 was set aflame by enemy action on 20 February 1944, he extinguished the blaze on one man by throwing him overboard and then beat the fire out of the oil-saturated clothing of another man. His prompt and heroic action saved the lives of two men.

* Jesse E. Callin, AMM5c, Lake Charles, La.: Seeing a large group of depth charges enveloped in flames and about to explode in the vicinity of a gasoline truck, he rushed to the truck and drove it away before the depth charges exploded. He limited to a substantial degree the havoc wrought by the explosion but was seriously injured (17 September 1945, Naval Air Station, Norfolk, Va.).

* Benjiman H. Brumbelow, Cox, USN, Columbus, Ga.: When the LST 396 loaded with gasoline and ammunition, was set aflame in the New Georgia area by enemy gunfire, he entered a lifeboat which was partially surrounded by flames. He proceeded through burning debris and picked up many survivors, repeatedly venturing close to the blazing ship to rescue them.

* Jack W. Culpepper, Cox, USNR, Laurinburg, N. C.: When the SS Ethel Yate was set afire in the assault area off the Anzio beachhead, he boarded the blazing ammunition and gasoline loaded ship in spite of almost continual enemy attack, hauled fumes and exploding ammunition and fought the flames persistently until the fire was extinguished.

* Clyde Patterson, Cox, USN, Panama City, Fla.: When the landing boat in which he was serving was attacked by a jetty and into the swift current at Sullivan's Island, S. C., on 3 May 1944, he removed his outer clothing, swam to the stricken, exhausted man and succeeded in bringing him to the beach.

**Gold Star in Lieu of Second BRONZE STAR MEDAL**

* Lt. Comdr. Ronald K. Irving, USN, Plymouth, N. Y.: While leading his section of a motor torpedo squadron in a night patrol off Bougainville in February, 1944, he engaged a convoy of five heavily armed Japanese landing barges employed in transporting supplies and troops. Despite intense fire from the barges and shore batteries, his section destroyed two craft and severely damaged the remainder.

**BRONZE STAR MEDAL**

* Rear Admiral Francis S. Low, USN, Washington, D. C.: As commanding officer of a warship which participated in the battle of Rennell Island and the Guadalcanal campaign, he displayed initiative, devotion to duty and skill in ship handling, and materially to the success of U. S. forces in these actions.

* Capt. George K. Cooper, USN, San Diego, Calif.: In the wake of a squadron of destroyers in the Central and South Pacific from January through June 1944, he demonstrated great initiative and skill and a high caliber of leadership which were reflected in the fighting qualities of the ships under his command.

* Capt. Marshall M. Dana, USN, Alstead, N. H.: While attached to the 19th RCT at Pearl Harbor, from 15 February 1942 until 26 October 1942, he developed employee morale, improved employee-management relations and established better living, working and transportation conditions of civilian workers. He did much to aid the Navy Yard in rapidly returning ships of the Pacific Fleet to the battle line.

**Capts. Dana and Orem**

* Capt. Howard E. Orem, USN, Ardmore, Pa.: As operations officer on the staff of the commander of a cruiser division, he participated in engagements with the enemy in the Guadalcanal, Rennell Island and Aleutian theaters. By his professional skill and initiative, he aided his division commander materially in the assigned missions.

* Capt. Harold F. Pullen, USN, Melrose, Mass.: As commander of a destroyer division which performed screening duties for a cruiser division during the battle of Rennell Island and the Guadalcanal campaign, he performed the missions assigned him with outstanding initiative and a high degree of professional skill.

* Capt. Henry H. Caldwell, USN, Roseville, Calif.: As air officer of a U. S. carrier in joint operations against enemy-held bases in the Netherlands East Indies on 19 April and 17 May 1944, he exercised sound judgment and outstanding leadership in assisting in the planning of two daring strikes at Subang, Sumatra, and Soerabaja. He trained and directed the airmen of his command so expertly that the operations were expeditiously begun without casualty or delay.

* Capt. Douglas L. L. Corder, USN, Governors Island, N. Y.: As chief staff officer of Commander Fleet Airships, Atlantic Fleet, from 1 Dec. 1942 to 28 April 1944, assisted in the detailed planning, organization, administration and logistic support to units of Fleet Airships, Atlantic, with initiative, judgment and outstanding devotion to duty.

* Capt. Roy A. Gano, USN, Pipestone, Minn.: As commanding officer of a destroyer operating in a squadron northwest of Bismarck Archipel-
BRONZE STAR MEDAL cont.

ago between 17 and 23 February 1944, he participated in the destruction of two naval auxiliary ships, a large cargo ship, a minelayer and four barges, and inflicted heavy damage on enemy shore installations. Although subjected to aerial attacks and intense fire from shore batteries, he carried out the attack without damage to his ship.

★ Comdr. Dallas M. Laizure, USNR, Long Beach, Calif.: As an air operations officer of a U. S. carrier attached to the British Eastern Fleet, he greatly assisted in planning two vital raids on enemy bases at Sabang, Sumatra, and Soerabaja, Java. Prior to these successful operations, he skillfully briefed the participating pilots in all phases of their assigned missions.

★ Comdr. William R. Snedberg III, USN, Arlington, Va.: As commanding officer of a destroyer operating in the Solomons from 1 November 1943 to 31 March 1944, he assisted in repelling two heavy air attacks against his task force. His ship engaged in night reconnaissance in the occupation of Green and Emirau Islands, and contributed materially to the defeat of the enemy in the South Pacific theater.

★ Lt. Comdr. Edward E. Conrad, USNR, St. Louis, Mo.: As diving officer of a submarine during her third war patrol, he courageously and skillfully carried out his duties and was of invaluable aid in the sinking of three enemy vessels and the damaging of additional shipping.

★ Lt. Comdr. Ronald K. Irving, USNR, Plymouth, N. Y.: While leading PT boats as a patrol off the Solomons from 1 to 31 March 1944, he completed many missions along the coast of Bougainville and engaged enemy surface craft attempting to reinforce ground forces in the Empress Augusta Bay area. On two occasions his patrol intercepted several Japanese barges and destroyed them. When his ship was sunk he made certain that all of the crew were clear before leaving himself.

★ Lt. Comdr. Edward F. Jackson, USNR, Annapolis, Md.: As executive officer of a destroyer operating in the Solomons from 1 November 1943 to 31 March 1944, he skillfully carried out his duties while his ship escorted troop transports to Bougainville, bombarded enemy installations at Torokina, and helped repel two heavy air attacks against the task force.

CITED FOR FUEL PLANNING: Lieut. Elmer J. Preston, SC (USNR), of San Francisco, Calif., has won the Bronze Star Medal for meritorious service as fuel supply officer on the staff of the Command Service Squadron, South Pacific Force. His skillful planning of the purchase, storage, and expansion and operation of the fuel supply activities in the Solomons and Bismarck and Archipelago areas contributed materially to the success of our naval forces.

★ Lt. Comdr. Gerald P. Martin, USNR, Oakland, Calif.: As commanding officer of the Naval Base, Townsville, Australia, and later as commanding officer of the Naval Base, Woodlark Island, he maintained excellent facilities for providing supplies and services to our forces in forward areas.

★ Lt. Comdr. William C. Meloy, (MC) USNR, Washington, D. C.: As senior medical officer of a Marine defense battalion during operations at Bougainville, he accompanied the first assault wave ashore at Empress Augusta Bay and organized emergency hospital facilities. Despite enemy fire, he rendered medical assistance to large numbers of wounded, thereby contributing to the saving of many lives.

★ Lt. Comdr. Herbert A. Smith, (DC) USNR, Clayton, Ala.: Serving with the 3rd Marine Division at Cape Torokina on 1 November 1943, he exposed himself to intense enemy fire to set up a supplementary first aid station. When his medical supplies became exhausted he proceeded alone through Japanese lines and led a party of medical officers and nurses to the relief of the men at his station.

★ Lieut. Johnston C. Adams, USNR, Corinth, Miss.: As commanding officer of an LST in the Solomons from 1 November 1943 to 31 January 1944, he volunteered for and completed two reconnaissance missions on Bougainville and Green Islands. Upon completion of these missions, he piloted the first echelon to the beaches selected by his superiors.

★ Lieut. Bruce M. Brink, USNR, Sioux City, Iowa: As commanding officer of the YMS 70, which was escorting a convoy of LCTs engaged in the initial supply of Arawe, he skillfully maneuvered his ship to protect the convoy when it was attacked by 22 Jap dive-bombers and fighters. He assisted in putting up a heavy barrage of flak which destroyed three Japanese planes.

★ Lieut. S. S. St. Pierre, USNR, Ardmore, Okla.: While serving on the staff of a naval task force commander during the invasions of Sicily and Italy, he formulated in detail plans for and directed the installation of radio counter-measures devices and equipment. In addition, he assisted immeasurably in coordinating the handling of urgent operational traffic.

★ Lieut. St. Pierre

★ Lt. (jg) Howard A. Andersen, (MC) USN, Minneapolis, Minn.: When the USS Corry was sunk off the coast of France on 6 June 1944, he forced open a distorted hatch, effecting the escape of two enlisted men from certain death. He saved the lives of two other enlisted men who could not assist him in escaping from the ship, taking them to a life raft and watching over them for two hours.

★ Lt. (jg) Julian C. Kwilecki, Jr., USN, Bainbridge, Ga.: As photographic interpreter attached to a naval task force commander during preparations for the amphibious invasions of Sicily and Italy, he worked tirelessly and with great ingenuity to determine the underwater beach gradients. As a result of his judgment and ability, a high degree of accuracy was attained, which contributed materially to the success of our landing forces.

★ Saul Bresticker, CPHM, USNR, Newark, N. J., and Albert J. Carino, PM2c, USNR, Arлингтон, Va.: After orders had been given to abandon the USS Corry in the Bay of Seine on 6 June 1944, they remained to the last to save the wounded. After the Corry was rescued they continued to work tirelessly among the wounded for 30 hours, although suffering from exposure as the result of the Corry's sinking in the water, during which time enemy shore batteries kept up a continuous shelling.

★ Glenn H. Harvey, PhM1c, USN, Baraboo, Wis. (posthumously): Attached to a Marine tank company at Arawa, New Britain, on 16 January 1944, he daringly exposed himself to heavy fire from a Jap pillbox to remove two wounded men from their extremely hazardous position. He was instantly killed as he attempted to aid them.

★ Frank Hunt, MM1c, USN, Okinawa, Okla.: While on the USS Osprey, she was caught fire during the invasion of France, he made two trips to the dark after engine room to start a pump, although so severely bruised that it was difficult for him to move. When water was available he manned one of the hoses, extinguished the fire, and enabled nearly the crew trapped by the flames to escape.

★ Alexander Culberson, AMM2c, USN, Philadelphia, Miss.: Don A. Taylor, AMM2c, USN, Murray, Utah, and Leonard L. Johnson, AMM2c, USN, Portland, Ore.: When the USS Block Island was hit the first two times by enemy action on 29 May 1944, they went at once to the gasoline control station and drained the fire. Later, when smoke started, they undoubtedly prevented serious fires when the third explosion erupted all gasoline lines in the vicinity of the hit.
Rules on Overseas Service for Waves, Spars
Provide Minimum 18-Months' Assignment

Policies and procedure have been announced by the Navy and Coast Guard for assignment of Waves and Spars to overseas duty under Public Law 441. Eligibility rules for Marine Corps women are now being formulated.

Under the law (see page 26) women reservists who volunteer for duty outside the continental limits may be assigned anywhere in the American area (see map page 41) and to Hawaii and Alaska. Duty will be for a minimum of 18 months, and no leaves will be granted for return to the U.S. during the overseas assignment.

It is expected that no quotas will be assigned for overseas duty prior to December 1944. Studies are now being conducted in overseas areas where women are eligible to serve, and six women's reserve officers have been assigned to temporary duty in the Hawaiian Islands to survey housing conditions and billets available there. Waves making application for duty outside the continental limits must meet the requirements, as provided in a letter from the Chief of Naval Personnel dated 20 Sept. 1944 (Pers-107-MN QRS/P16-5). Enlisted Waves stationed in the Navy Department, Washington, D.C., are referred to a letter from the Chief of Naval Personnel dated 9 Oct. 1944 (Pers-6301-Af-3 QRS/P16-8).

Waves must fulfill these requirements:

1. At least six months of continuous active duty, exclusive of training time, is required. When two individuals are equally well qualified in other ways, the Wave with the longer service will be given preference.

2. Applicants must have a good record in health, work and conduct and must have demonstrated during their service a sense of responsibility, maturity, adaptability and emotional stability.

3. Candidates must be free of any form of dependency which would require their presence in the U.S. Waves who at any time have submitted requests for transfer or discharge based on dependency are not eligible.

4. Applicants may specify preference for the area in which they want to serve, but definite assignment to the preferred area cannot be guaranteed.

Applications from Waves officers should be addressed to the Chief of Naval Personnel, via official channels. Enlisted women apply to their commanding officers and will be selected from established quotas for each command by boards appointed by commanding officers of naval districts, river commands, chiefs of naval air training commands and the bureaus of the Navy Department. Officers will be chosen from among volunteers by BuPers as billets become available. Applications from volunteers not selected for the first quotas will be kept on file for future consideration.

Applicants for overseas duty from the Coast Guard Women's Reserve must meet the following requirements, set forth in Coast Guard Bulletin No. 136-44, dated 10 Oct. 1944:

1. At least one year of active duty is required.

2. Applicants must have an excellent health record, and have a conduct grade not less than 4.0. They must in addition have had a grade of 3.0 in proficiency for six months immediately prior to application, and be certified as to suitability for handling confidential assignments.

3. Candidates who contribute financially to dependents are considered eligible, providing the dependency is such that it cannot be provided for by her part. Where there is reason to believe that conditions may develop where it would be necessary for the woman to provide physical care for a dependent, she will not be considered.

(4) Duty will be for a minimum of 18 months, and billets are available for Spars of the following ratings: Y, RM, SC, Cox., RM, Sp(X) (SB) and Sp(TR). Seamen with designators for any of these ratings, and seamen selected for specific duties, such as maintenance, will also be required.

Applications should be made by Spars to DCGOs and COs of independent units, via official channels. Final selection will be made by Coast Guard Headquarters.

Women's reserve officers making surveys of housing conditions and billets in the Hawaiian Islands for their respective branches of the naval service are: Lt. Comdr. Jenn T. Palmer, USNR, special assistant to the director of enlisted personnel, BuPers; Lt. Comdr. Joy Bright Hancock, USNR, Women's Reserve representative for BuAer and the DCNO (Air); Col. Ruth Cheney Streeter, USMCR, directing officers of the Marine Corps Women's Reserve; Maj. Marian B. Dryden, USMCR, assistant to the director of the division of aviation, Marine Corps; Capt. Dorothy C. Stratton, USCGR, assistant to the chief of the Coast Guard Women's Reserve, and Lt. Comdr. Ineva R. Meyer, USCGR, assistant to the chief of enlisted assignment division.

Educational Officers Being Assigned to Advance Bases

Educational Services officers are being assigned by BuPers to organize off-duty study programs at advance bases and to provide textbooks and other teaching materials to men attached to ships steaming there.

Officers in command of ships have been requested by BuPers Ctr. Ltr. 286-44 (NDB, 30 Sept. 1944, 44-1135) to encourage the organization of the off-duty program and to designate an officer to determine the educational interests of the ship's company and take steps to secure necessary materials of instruction.

In addition to the new study opportunities offered men of the fleet, BuPers has established 100 Educational Service Centers throughout the world where more than 100,000 have received classroom instruction during the past year.

Physical Requirements Set For PT Officers and Men

Physical requirements for officers and enlisted men for motor torpedo boat training have been announced. For details see BuMed ltr. R2-JLA P3-5/PT (063-43) (NDB, 15 Oct. 1944, 44-1174).
Enlisted Men to Be 
Nominated for Naval 
Academy Examinations

All COs have been asked in BuPers 
Circ. Ltr. 294-44 (NDB, 30 Sept. 1944, 
44-1142) to make a survey of enlisted 
men under their command who are eli-
gible to take entrance examinations 
for the U. S. Naval Academy, and to 
forward results and nominations to 
BuPers as soon as possible. Nominations 
received before 1 Jan. 1945 will 
not be accepted.

The rules have been modified so that 
any enlisted men in the Navy or 
Marine Corps, both regular and 
reserve, who were on duty on or before 
1 Oct. 1944, and who are otherwise 
qualified, are eligible for consideration.

BuPers will process applications 
and will order enlisted men of out-
standing caliber and sufficient aca-
demic background to the Naval Acad-
emy Preparatory School, Bainbridge, 
Md., where they will be given a short 
and intensive course to prepare them 
for the Naval Academy entrance ex-
aminations to be held 18 April 1946.

Reduced Bus Fares Offered 
To Discharged Personnel

Reduced one-way fares for military 
personnel traveling at their own ex-
 pense upon discharge, retirement or 
release from active duty have been es-
tablished by principal bus companies in 
the U. S.

Tickets may be purchased at ap-
proximately 14 1/4 cents a mile upon pre-
sentation of an Identification Dis-
charge Certificate which will be fur-
nished on request at time of discharge. 
They may be used for travel from 
place of discharge, retirement or re-
lease (or an intermediate point) to 
home or place of enlistment or in-
duction, or place of employment in the 
U. S. or Canada.

A similar arrangement has been 
made with leading railroads, as re-
ported in the Sept. 1944 INFORMATION 
BULLETIN, p. 62.

For details see BuPers Circ. Ltrs. 
325-44 and 302-44 (NDB, 31 Aug. 
1944, 44-1090 and 15 Oct. 1944, 44-
1180).

Shipwreck Survivors 
Asked to Aid Survey

The Physical Instructors’ School, 
USNCTC, Bainbridge Md., is gathering 
information from shipwreck survivors 
which might be the means of saving 
doing more lives of other Navy men 
who will benefit from improved teaching 
methods and life-saving equipment 
resulting from survivors’ experiences.

All survivors are asked to contact 
the PI School in order that they may 
be sent a short questionnaire. The sur-
vey, conducted at the direction of Bu-
Pers, was decided upon because a large 
percentage of lives lost in the Navy 
are due to aquatic hazards.

Instances Reported Of 
Erroneous Promotions

Numerous instances have occurred 
where officers who were thought to 
be eligible for certain promotional 
Alnavs have been pro-
moted erroneously, and have for-
warded acknowledgments of receipt of 
appointment to BuPers.

This has happened particularly in 
cases where the officer’s eligibility 
under an Alnav by reason of date of 
rank and active duty status has not 
been properly ascertained. It has also 
occurred where it has been determined 
that promotions have been previously 
withheld because of physical or profes-
sional disqualifications.

The factors determining eligibility 
for temporary promotion from the 
standpoint of length of time of service 
are set forth in detail in paragraph 10 
of BuPers Circ. Ltr. 222-42 (NDB, 
cum. ed., 43-1887). Whenever a CO 
believes that a promotion should be 
withheld because of physical or pro-
 fessional disqualification, the CO 
should advise BuPers of the disquali-
fications and withholding, as directed 
by the same circular letter.

When an appointment is withheld 
by a CO, the withholding terminates 
the authority for the appointment con-
tained in the promotional directive. 
An appointment cannot be delivered 
at any date after withholding 
without specific approval from BuPers. 
If delivered under such circumstances 
without specific approval from BuPers, 
the appointments are considered null 
and void.

At such time as the officer’s physical 
disqualification is removed and he is 
considered fit for duty, or when he is 
provisionally retired officers of any 
appointment, the CO should advise BuPers 
requesting that this appointment be 
affected.

Plan Announced for Release 
Of Retired Officers 
From Active Duty

The officer personnel situation has 
now improved sufficiently through the 
training and return from overseas of 
younger officers, both regulars and 
reserves. BuPers has announced, to 
permit the initiation of a program for 
releasing retired officers from further 
active duty. The plan provides the es-
ential first steps toward adjusting 
officer personnel to current and prospec-
tive requirements of the naval service.

There are at present a total of 4, 
305 retired officers on active duty. Of 
this number 2,226 are retired regular 
and reserve officers, and 2,076 are re-
ired enlisted men serving as officers.

Approximately 500 retired officers 
went back into uniform as early as 1940. 
The majority of any were recalled 
during 1940 and 1941 when their 
experience was needed in building 
up and perfecting the administration 
of the rapidly expanding Navy. 
They took over duties of younger men 
whose services were needed at sea.

Most of the retired officers have served 
in administrative posts ashore in the 
U. S. Many entered the service at con-
siderable personal sacrifice, and their 
services have been of great value to the 
Navy and nation. In many cases, 
however, the task for which they en-
tered the service has been accompl-
slished.

In addition, an increasing number 
of younger officers of comparable 
ranks are now being brought back 
from combat areas for duty ashore 
where the Navy may take advantage of 
their combat experience and famil-
arity with current problems in ad-
vanced areas. These younger officers 
are available to fill posts vacated by 
retired officers returning to the retired 
list, many of whom are not physically 
qualified for duty allotment.

As a general guide in the interests 
of uniformity, as announced in BuPers 
Circ. Ltr. 285-44 (NDB, 30 Sept. 1944, 
44-1134), consideration will be given 
first to all retired officers of or above 
the following ages:

Flag Officers ................. 64
Captains .................... 60
Commanders .................. 55
Lieutenant Commanders ...... 50
Lieutenants ................. 45
Lieutenants (jg) .............. 45
Ensigns ...................... 45
CWO and WO ................. 50

The list, however, is not intended to 
limit release only to those officers over 
the ages indicated. The desires of in-
dividual retired officers of any 
return to inactive duty are to be given 
favorable consideration whenever the 
needs of the service permit.
Distinguishing Marks and Seaman Stripes Approved For Non-Rated Waves

Recent changes in uniform regulations authorize the wearing of seaman stripes on the lower ends of the stripes to the front. The stripes are 3/16 inch wide, 2 inches long and set 3/16 inch apart.

White stripes are to be worn with white or grey clothing. The seaman markings have been approved for the service jacket, Navy blue; working smock, Reserve blue. The specialty marks, including the rating badges (as shown in illustration at left). Seamen first class and hospital apprentices first class will wear three stripes on the left sleeve between the shoulder and elbow in the same position as a rating badge.

When advancement to ratings other than those listed above is authorized by BuPers, the same specialty mark authorized for male personnel of those ratings shall be worn.

Officers Ordered to Foreign Duty to Take Physical Examination

Officers ordered for duty outside the continental limits of the U. S. are to be given a complete physical examination prior to date of detachment. Aviators are to receive a flight physical examination.

If orders do not allow sufficient time for accomplishing the examination, COs are authorized to endorse the orders to that effect, stating the reason why the physical examination was not given. This procedure is provided in a joint BuPers-BuMed letter of Oct. 1944 to all ships and stations.

Men Advised Not to Carry Big Sums of Money Aboard

Reports from several commands indicate a growing tendency on the part of enlisted men, particularly those just returned from months overseas, to carry excessive sums of money ashore when going on liberty.

In some instances men with as much as $750 have been picked up in an intoxicated condition by shore patrolmen. Others have been rolled for large sums of money.

Shore Patrol authorities in the 8th Naval District have urgently advised personnel to take only the amount of money with them they expect to spend while absent from the ship or station. To make it unnecessary for personnel to carry excessive amounts of cash COs in the 12th Naval District have been requested to make available safe custody for unneeded funds of men going on liberty or leave. Likewise men reporting aboard the Receiving Ship at San Francisco are advised either to put their money in safe custody or to convert it into travelers' checks.

Emergency Medical Costs Of Enlisted Personnel On Leave Paid by Navy

Expenses for emergency medical and hospital treatment obtained from civilian sources by enlisted personnel of the Navy and Marine Corps while on leave or liberty may now be defrayed by the Navy Department under a decision of the Assistant Comptroller General of the U. S.

In a letter announcing the decision to the naval service BuMed listed regulations for the information and guidance of those concerned.

Payment for civilian treatment will be allowed only in emergency cases where it is impracticable to obtain medical care from naval or other governmental agencies.

Enlisted personnel who become injured or ill while on leave or liberty should apply, if practicable, to the nearest naval activity or, if none is available, to the medical department of any government agency. If neither is available, the individual concerned should contact his CO by telephone or telegraph, requesting permission to obtain medical care from a federal institution or other appropriate agency.

Expenses for the employment of consultants or specialists will not be allowed except when authorized in advance by BuMed, or in extraordinary cases when subsequently approved by BuMed upon receipt of report and satisfactory explanation as to the necessity.

Garment

Service Jacket, Navy blue

Working uniform, grey dress and the locak

Shirt, long-sleeved, Navy blue

Service jacket, white

Working smock, Reserve blue

Color of specialty mark

White

Navy blue

White

Navy blue

Navy blue

"She's been that way since she worked on tall tellers."
Personnel Warned Against Stowing Away on Aircraft

Investigation of recent cases of stowaways on aircraft, as reported by the Commander, NATS, West Coast, reveals that some personnel generally are unaware of the dangers and penalties involved in the practice.

In reporting the incidents NATS pointed out that, since the weight and distribution of poundage on a plane is carefully computed, the presence of a stowaway might destroy the perfect balance of a plane and seriously endanger the safety of the aircraft and the lives of all hands on board.

Under NATS, West Coast, Order 11-44, 4 Oct. 1944, air transport officers, plane commanders and their crews are held responsible for the apprehension of personnel who attempt to obtain unauthorized rides aboard planes. Stowaways discovered in flight are to be turned over to the squadron commander for delivery to appropriate naval authority for trial by general court martial. Members of NATS found delinquent in their duties may also be tried by general court martial.

There is also a provision under Pub. L. 459, 78th Congress, 2d Session, that anyone, without the use of force or violence, is liable to fined up to $1,000, imprisoned for any period up to a year, or both.

OPA Temporary Food Rations for Service Personnel Increased

Service personnel entitled to temporary food rations are now granted 10 processed food points for each nine meals or fraction thereof, instead of the 8 points previously allowed. It has been announced by OPA. The change, effective 1 Oct. 1944, was made because it is now possible to buy rationed processed foods only in multiples of 10 points. One pound of sugar for each 90 meals or fraction thereof, and 4 meat-fats points for each nine meals or fraction thereof, are also allowed.

Temporary food rations may be obtained by service personnel on leave or liberty in the U. S. if they do not have and are not entitled to Ration Book 4. Their leave or liberty must be for 72 consecutive hours or more and they must eat at least one meal at their hosts' homes.

Even though not on leave, service personnel who are messes in a general mess, a contract mess, or an organized mess may obtain temporary food rations if they eat nine, or more meals a month at their hosts' homes. Also, those residing in the U. S. for less than 60 days on detached or temporary duty may obtain temporary food rations if they eat at least nine meals a month at a private home.

Applications for temporary food rations should be made on Bus & Form 570 obtainable from C0A. If this form is used, either the applicant or his host may present the application to the local ration board. However, if the applicant shows good cause for failure to have this form, the board may permit him to apply on the appropriate OPA form. He must present the application personally.

War Ration Book 4 will be issued to service personnel residing in the U. S. for a period of 60 days or more except those subsisted in a general mess, or those who eat 14 or more meals a week at a general mess, organized mess or contract mess.

Bureaus to Aid Naval Personnel in Getting Train Accommodations

Naval personnel traveling under orders or on leave of absence, including dependent personnel, are eligible for assistance by local Navy or Army reservation bureaus, or branch offices thereof located in booths in certain railroad terminals, in obtaining train accommodations.

Such bureaus, or branches thereof, have been established in the following cities to facilitate necessary travel by individuals and small groups:

- Asheville, N. C.
- New Orleans, La.
- Atlanta, Ga.
- New York, N. Y.
- Baltimore, Md.
- Norfolk, Va.
- Boston, Mass.
- Norman, Okla.
- Charleston, S. C.
- Oklahoma City, Okla.
- Chicago, Ill.
- Omaha, Nebr.
- Cincinnati, Ohio
- Orlando, Fla.
- Cleveland, Ohio
- Columbus, Ohio
- Pittsburgh, Pa.
- Corpus Christi, Texas
- Portland, Ore.
- Dallas, Texas
- St. Louis, Mo.
- Denver, Colo.
- Salt Lake City, Utah.
- Detroit, Mich.
- San Antonio, Tex.
- El Paso, Texas
- San Diego, Calif.
- Houston, Texas
- Santa Monica, Calif.
- Jacksonville, Fla.
- Kansas City, Mo.
- Santa Teresa, N. M.
- Kansas City, Mo.
- Los Angeles, Calif.
- San Francisco, Calif.
- Memphis, Tenn.
- Savannah, Ga.
- Louisville, Ky.
- Seattle, Wash.
- Mobile, Ala.
- Minneapolis, Minn.
- Montgomery, Ala.
- Milwaukee, Wis.
- Tampa, Fla.
- Miami, Fla.
- D. C.

For details see BuPers Circ. Ltr. 295-44 (NDB, 30 Sept. 1944, 44-1143).

No New V-12s to be Picked For Term Starting 1 March

No trainees either from the V-12 service or civil life will enter the V-12 program in the term starting 1 March 1945.

That decision, based on estimates of the Navy's future needs for officers, does not affect the 1,000 enlisted men chosen from the ranks for the term which began on 1 Nov. 1944, for which, as previously announced, no civilians were selected.

Similarly, other students already enrolled in the program in colleges and universities under contract to the Navy will continue their training as scheduled. There are at present 69,000 prospective young officers in training in V-12.
Policy for Releasing Military Government Officers Announced

Many officers are reluctant to apply for the military government program because of the belief that they may be required to remain in the naval service for a long period after the end of hostilities, according to BuPers Circ. Ltr. 511-44 (NDB, 15 Oct. 1944, 44-1189).

It is not the intention of BuPers to penalize officers assigned to military government duties, the letter states. Upon the cessation of hostilities, it is expected that all reserve officers who wish to return to inactive duty will be treated alike and their requests will be acted upon in accordance with the needs of the service at that time.

Waivers Restricted for Combat Aircrrewman Duty

Applicants for combat aircrewman training, including aircraft machine gunners, will be required to meet all height, weight and other physical requirements, under current instructions in BuPers Circ. Ltr. 291-44 (NDB, 30 Sept. 1944, 44-1139).

The change in ruling, effective 28 Sept. 1944, does not constitute cause for revoking the combat aircrewman designation (CA) of any otherwise qualified combat aircrewman. Overseas men who have already been assigned to combat aircrewmen training will be permitted to continue such training if otherwise qualified and may, upon its successful completion, be designated as combat aircrewman by the addition of the (CA) designator as an integral part of their ratings.

COs of operating units are authorized to waive height and weight requirements when conditions and type of aircraft make it desirable to use men whose height and weight exceed the limits. This exception applies particularly for aircraft equipped with hand-operated heavy-caliber waist guns.

Rules Made for Ordering Flowers from Overseas

Naval personnel are not permitted to order flowers through an overseas florist for delivery in the United States, under current BuPers instructions, since such transactions could reveal their location.

Flowers may, however, be ordered through direct correspondence with domestic florists or by using the Army Exchange Service gift catalogues, providing the messages or orders do not reveal the location of naval personnel whose whereabouts may not be disclosed. Senders are not permitted to specify the kind, color or quantity of flowers being ordered.

The message or order may contain only the name and address of the recipient of the flowers, the dollar value of delivered flowers and the name of the sender. Flowers ordered through Army Exchange Service gift catalogues are identified by the catalogue number.

For details see BuPers Circ. Ltr. 287-44, (NDB, 30 Sept. 1944, 44-1136).

Changes Made in Post Office Fees

Reductions in the fees for insured and COD mail and revisions in the charges applicable to COD mail are made by Public Law 424, passed by the 78th Congress and approved by the President on 17 Sept. 1944. The act also restores the money-order fee which was in effect prior to 26 Mar. 1944 and increases the fees for special delivery service for all classes of mail weighing up to ten pounds.

The changes, effective 1 Nov. 1944, are listed in a letter from CNO to all ships and stations (NDB, 15 Oct. 1944, 44-1171).

$5,000 Literary Award Established for Wounded Service Personnel

Establishment of the G. I. Joe Literary Award of $5,000 for the best book manuscript submitted each year for the next three years by a service man or women in any branch of the U.S. armed forces wounded in action in the present war has been announced by E. P. Dutton & Co., Inc., publishers, 300 Fourth Avenue, New York 10, N. Y.

Officers and enlisted personnel are eligible, including those wounded while serving with British units prior to U. S. entry into the war. The prize of $5,000 will be paid as an advance against royalties. All manuscripts, in addition to the winning one, will be considered for possible publication by Dutton, subject to contractual terms to be mutually agreed upon.

The contest is now open. Awards will be made in 1945, 1946 and 1947. The closing date for the first year is 1 Jan. 1945, and the winning manuscript will be published as soon thereafter as possible. If the judges decide no manuscript is worthy of the award, the time limits may be extended or the award withdrawn. Manuscripts received after 1 Jan. 1945 will be entered automatically for the 1946 award for which competition will close 1 Jan. 1946.

Both fiction and non-fiction will be considered. Prose manuscripts should not be less than 50,000 words in length, although this may be waived if the judges decide a shorter manuscript deserves the award.

Personnel Injured Overseas May Be Transferred to Hospitals Nearer Home

Officers and enlisted personnel wounded in action or otherwise disabled while serving overseas may now be transferred at government expense from their present naval hospital in continental U. S. to a naval hospital nearer their home, for convalescence or hospitalization and further disposition, in cases where further treatment or rest is required for 30 days or more.

For medical and psychological reasons, these transfers are not to be considered for the convenience of the officer or man, but as a means to assist in recovery, adjustment and final disposition. Current instructions which require patients to bear the expense of their own transportation when requesting transfer from one hospital to another do not apply in the case of officers and men shifted under terms of this new authority, contained in BuPers Circ. Ltr. 286-44 (NDB, 30 Sept. 1944, 44-1144).

When patients are no longer in need of active hospitalization but would benefit by a period of convalescence at home, they may be granted convalescent leave in accordance with existing instructions, to return to the hospital where leave is granted at their own expense, or they may be issued orders directing travel and transfer at government expense to a naval hospital nearer their homes. In the latter event, upon reporting at the hospital nearer to their homes, they may be granted convalescent leave by the medical officer in command.

Patients requiring further hospitalization, who are not ready at the time for convalescent leave, may be transferred at government expense individually or in drafts, as determined by the medical officer in command. Convalescent leave for officers and enlisted men is limited to thirty days.
Ships' Chronometers Urged by Naval Observatory

The Bulletin Board

Care in the Handling, Packaging and Shipping of Ships' Chronometers

The following announcement has been issued by the superintendent of the U. S. Naval Observatory.

The safety of all hands aboard ship is dependent upon the accuracy and reliability of a ship's chronometer, the most important item of a ship's navigational equipment. The instrument upon which we rely today for the safe and rapid delivery of supplies is now shipped by skilled craftsmen and scientists in efforts beginning in the 15th century and continuing to the present time. The government of Great Britain alone spent over $450,000 in prize money to encourage the perfection of a navigational timepiece, and other governments interested in the development of safe navigation spent comparable sums on the project. The ship's chronometer, developed as a result of these efforts and inducements, now enables a navigator to determine his position at sea within one or two miles.

The navigator and quartermasters of a ship have developed a hearty respect for the ship's chronometer, and devote every effort to safeguarding the instrument and maintaining its accuracy. Should anyone require proof of this assertion, let him request the navigator's permission to examine and handle the ship's chronometer.

Ships' chronometers and other navigating timepieces were always delivered to ships in a running condition, by officer messenger, until the rapid expansion program necessitated an extension of the system of delivery to vessels in all waters. The instruments are now stopped and shipped by express to especially trained personnel and chronometer pools located at certain designated naval activities in the U. S. and abroad. The extreme precision and delicacy of the instruments require that special precautions be taken in handling and delivery in order that the accuracy and reliability will not be impaired during transportation and subsequent handling.

Many individuals, both naval and civilian personnel, are now concerned with the handling and shipping of chronometers. Recent experience indicates that all persons concerned are completely familiar with the delicate nature of the instruments they handle, or with the special precautions which must be taken to insure their safe transportation. These special precautions must be observed not only in the shipment of chronometers to service men, but in the return of chronometers to the Naval Observatory, the sole naval activity authorized to undertake the overhaul and repair of 15-ply cellulose wadding placed on top of the wrapped chronometer. The lid of the box shall be secured by 4 screws.

A gimbaled navigating watch, assembled in its gimbal ring, shall be removed from the gimbaled navigating watch box, with 6 thicknesses of tissue paper, 21 inches by 18 inches, and 6 thicknesses of 15-ply cellulose wadding. A box made of No. 1 pine, ½ inch thick, of inside dimensions 7 inches by 7 inches by 5 ½ inches deep, shall be secured or manufactured. Fourteen thicknesses of 15-ply cellulose wadding shall be placed in the bottom of the box. The instrument, wrapped as above, shall be wrapped in a box, cellulose wadding placed firmly around the sides, and 14 thicknesses of 15-ply cellulose wadding placed on top of the wrapped navigating watch. The lid of the box shall be secured by 4 screws.

When ships' chronometers or gimbaled navigating watches are to be shipped in quantity, 6 instruments, prepared as specified above, shall be packed in a case of No. 1 pine, ½ inch thick, of inside dimensions 7 inches by 7 ½ inches by 15 inches deep. New excelsior, 6 inches thick, shall be placed in the bottom of this case, and the chronometers or gimbaled navigating watches set in 2 rows of 3 boxes each in the center of the shipping case. The 6-inch space on all sides of the instruments shall be packed with new excelsior, and a 7-inch layer of new excelsior shall be placed over the top before securing the lid. A standard paper label reading "DELCATE INSTRUMENTS—HANDLE WITH GREAT CARE. "S & A Form 618, shall be pasted securely on each of the sides of the shipping case. The top of the case shall be marked "THIS SIDE UP.

The chronometer, a gimbaled navigating watch, assembled in its gimbal ring locked in place, or the gimbaled navigating watch box, with the gimbal ring locks securely tightened, shall be assembled in their carrying cases and shipped as shown, not more than 6 in each shipping case.

A gimbaled navigating watch shall be placed in its padded box, the box assembled in the carrying case, and the carrying case securely wrapped with heavy brown wrapping paper. The wrapped instrument shall then be placed in the shipping case with at least four inches of new excelsior at the top only. A standard paper label reading "DELCATE INSTRUMENTS—HANDLE WITH GREAT CARE. "S & A Form 438, shall be pasted securely on each of the four sides of the shipping case. The top of the case shall be marked "THIS SIDE UP."

Muzzle Blast (Air Gunners Sch., Hollywood, Fla.)
"The Recognition Department wants to know if you are through with the models."

Page 74
New Daily News Service Made Available to Ships

The establishment by the U.S. Army News Service of a daily transmission of domestic, war and sports news was announced to all ships and stations in a CNO letter dated 22 Sept. 1944 (NDB, 1944, 44-11184). The daily broadcast starts at 0200 GCT and continues for two hours at a speed of 15 words a minute. The transmissions are made from station WCO on a frequency of 6,450 kcs. Shipboard operators are authorized by the letter to copy the press service and make it available to personnel at sea.

The routine nightly broadcast between 0100 and 0300 GCT from Navy communications in Washington, D. C., also carries a news summary, transmitted on 122, 4,390, 9,425 and 12,630 kcs.

Ship’s Company Personnel May Not Play on Teams Representing Schools

Enlisted personnel assigned to ships’ companies at training activities in colleges or universities may not be members of teams representing the schools in intercollegiate athletics, as may apprentice seamen regularly enrolled in the V-12 program.

The fact that a man in ship’s company may be carrying one or more college subjects with the approval of his CO does not change his status to that of a student, according to the clarification of rules in V-12 Bulletin No. 260 (Subject C & F), dated 27 Sept. 1944.

He may, however, participate in intercollegiate or other athletics as a member of a team composed exclusively of naval personnel, and representing the Navy rather than the school.

Requirements Changed for Commissioning by Navy of Merchant Mar. Midshipmen

Under current instructions midshipmen in the Merchant Marine Reserve, USNR, who are graduates of cadet training courses under the jurisdiction of the training organization of the War Shipping Administration will be required to serve successfully at sea for one year as a licensed officer before being eligible for appointment to a commission in the Naval Reserve. They are allowed 18 months from graduation in which to qualify.

Previously sea service as a licensed officer was not required for eligibility for a commission, but the current regulation could apply any time within six months after graduation.

Midshipmen are also required, under BuPers Circ. Ltr. 506-44 (NDB, 15 Oct. 1944, 44-11184), to be serving at sea as a licensed officer within three months after graduation. During the 18 months allowed for qualifying for a commission, midshipmen are also now required to make a written report of their employment status to the Chief of Naval Personnel at least once every six months. Midshipmen appointments may be immediately revoked if at any time their employment status is such that they cannot successfully complete the year at sea required in order to be eligible for a commission in the Naval Reserve.

Meaning of Conversion Of Insurance Explained

Frequent inquiries are received by BuPers which indicate that many policiesholders of National Service Life Insurance are not clear as to the meaning of “conversion.” The term has nothing to do with changing government insurance issued by a private company. It means only the changing of a 5-year level premium term policy (issued by the government) to service personnel (convertible after one year) to any one of the three following three government insurance plans: (1) ordinary life; (2) 20-payment life; or (3) 30-payment life. The benefits of all forms of these government insurance policies are administered by the Veterans Administration.

Insignia Authorized for Seabee Enlisted Men

Enlisted personnel of Seabee units, such as brigades, battalions, regiments, maintenance units, detachments and all other CB units, have been authorized to wear the shoulder insignia illustrated at the right.

The multi-colored insignia, 6 mm ordered on a background of Navy blue, is to be worn on the left sleeve, the top of the insignia to be one-half inch below the shoulder seam. It may not be worn in the presence of enemy ground forces or at any time when the senior officer present considers that its wearing might endanger the security of the command.

Authorization to wear the insignia is to be entered in each enlisted man’s service record. It terminates upon detachment from CB units. As soon as the insignia is available, the block letter “CB” distinguishing mark now being worn, will be eliminated.

For details see BuPers Circ. Ltr. 309-44 (NDB, 15 Oct. 1944, 44-1187).

Examinations To Be Held For Coast Guard Academy

The annual competitive examinations for appointment to cadetship in the U.S. Coast Guard Academy at New London, Conn., will be held on 9-10 May 1945 throughout the U.S. May also be given four years of scholastic and military training, and will receive upon successful completion of the four-year course a Bachelor of Science degree in engineering and a commission in the regular Coast Guard.

The competition is open to unmarried men who are high school graduates and who will not be less than 17 years nor more than 21 years of age on 1 May 1945. They must be at least 5 feet 6 inches in height, have 20/20 uncorrected vision in each eye, and be in good physical condition. Candidates are also required to have the following high school or college credits:

- Algebra
- Plane Geometry
- Trigonometry
- English
- Physics
- Chemistry
- Other Math or Science

Inasmuch as the examinations will not be given outside the continental limits of the U.S. for Navy personnel, only those enlisted men whose units or stations are in the U.S. during the time required for taking the examination, and whose applications have been accepted by the Commandant, U.S. Coast Guard, will be able to participate. Provision, however, is being made for Coast Guardsmen to take the examination aboard or at certain overseas bases. Navy COs are authorized to grant leave, at their discretion, for men within the U.S. who have been approved to take the examination.

Application forms for the examination and general information concerning the academy may be obtained by writing, via official channels, to the Commandant, U.S. Coast Guard, Washington 25, D.C. Upon completion and submission of applications and supporting papers, applicants will be notified through their COs of acceptance or rejection as candidates for appointment. Applications must not be postmarked later than 1 April 1945.

Any Navy man who qualifies and is accepted for appointment to cadetship at the Coast Guard Academy may, upon written request, be discharged from the Navy in order to accept appointment. All cases, however, shall be referred to BuPers for action. Coast Guard commissions, when likely, are to be granted immediately prior to their acceptance of appointment as cadets.

For details see BuPers Circ. Ltr. 305-44 (NDB, 15 Oct. 1944, 44-1183).
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THE INFORMATION BULLETIN IS FOR ALL HANDS
DISTRIBUTION DOES NOT ALLOW FOR PERSONAL COPIES
... PASS THIS ONE ALONG AFTER YOU HAVE READ IT

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1462 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 BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with the basic directives, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number 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 are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the 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 of Marine Corps personnel is effected by the Commandant, U.S. Marine Corps, on the present basis of four 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 28.

THIS MONTH'S COVERS

Oily smoke marks the end of a Jap cargo ship, one of 32 destroyed by cruisers and destroyers of the 3d Fleet off Mindanao in the first U.S. carrier strike at the Philippines. INSIDE FRONT COVER: A youthful veteran of the submarine service relaxes in his home in the States. OPPOSITE PAGE: Marine planes take off to provide cover for our ground fighters in the Palau (all Official U.S. Navy photographs). BACK COVER is reproduced from one of the official Navy posters for the Pearl Harbor Day war bond drive.

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“SPLINTER FLEET” LIKES IT RUGGED
SC, PC and YMS all spell bad news for Japs. Read about a fleet with only two kinds of quarters—small, and general!

OUR ROVING ADVANCE BASES
What makes those 8,000-mile task-force raids possible? The story of our “A” fleet, answer to a logistics war.

RESERVE OFFICERS RECLASSIFIED
Details and handy chart on the new system for reclassifying reserve officers and warrants, showing who goes where and why.

BACK TO THE PHILIPPINES!
Returning as promised, Navy-supported forces under Gen. MacArthur begin all-out drive to oust Japs, avenge Bataan.

WHAT’S THAT DECORATION?
A special 8-page section in this issue gives you latest dope on Navy’s decorations, medals, ribbons, rules, etc.

BULLETIN BOARD NEWS:
Rules on overseas service for Waves, Spars . . . new insignia for Seabees . . . plans for release of retired officers . . . emergency medical costs of enlisted personnel on leave paid by Navy . . . specialty courses open to outstanding V-12s . . . personnel injured overseas may be transferred to hospitals nearer home . . . ALSO: Month’s Alnavs, ship and station news, communiques, and special chart on how to get recreation equipment.

NEW ISSUE NOW OUT

NOTICE
Those who wish may now obtain personal copies of the BuPers INFORMATION BULLETIN for themselves or arrange to have them sent home to their families; 15¢ a copy, or $1.50 a year. Order from Superintendent of Documents, Government Printing Office, Washington 25, D. C.
This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 76 of the November 1944 issue, additional copies may be requested of BuPers.

NOTICE TO ALL COMMANDS: A postcard requesting answers to three questions has been enclosed in each envelope or package of this particular issue of the Bulletin. It will be appreciated, in the interest of better distribution of the magazine, if a check is made to insure that the postcard has been returned to BuPers.
BUY THIS MAN A
HARI-KARI KIT
ON DECEMBER 7, 1944

Pearl Handle Dagger $44.50
Velvet Kneeling Pillow 9.98
Handy enamel Basin 20.00
Genuine turkish towel 20.00
TOTAL $75.00

Buy EXTRA War Bonds on
PEARL HARBOR DAY!