LAST LOOK AT TWO JAP BBs
JATO GIVES THAT ADDED LIFT
BUREAU OF NAVAL PERSONNEL
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PASS THIS COPY ALONG
IT IS FOR 10 READERS
OVERWHELMING VICTORY

Jap Lose 2 Battleships, 4 Carriers, 8 Cruisers in 2d Battle of Philippines

Based on reports—necessarily incomplete due to the necessity of radio silence for certain fleet units and the impossibility of having some officers in attendance at evaluation conferences because of continuing operations of fleet units—the following information is now available on the Second Battle of the Philippines:

A series of naval engagements and, in terms of victory, ones which may turn out to be among the decisive battles of modern times, were won by our forces against a three-pronged attack by the Japanese in an attempt to prevent our landings in the Philippine Islands.

The fact is known. Progress of the three-day battle which began 23 October was promptly reported to the American public as far as military security permitted. It is now possible to give a chronological and diagrammatic review of the Second Battle of the Philippines, providing support for General MacArthur’s invading forces and maintaining without interruption the sea-borne supply lines pouring men and munitions into the combat area.

The Japanese are still wondering what hit them. It is impossible, therefore, to identify the composition of our naval forces or to describe the damage—other than losses—suffered by us in the three-day fight. All damage, however, was remediable and some of the United States ships hurt in the fight are already back on duty.

We lost one light carrier, the USS Princeton; two escort carriers, the USS Saint Lo and USS Gambier Bay; two destroyers, the USS Johnston and USS Hoel; and one destroyer escort, the USS Samuel B. Roberts, and a few lesser craft.

Against this, the Japanese definitely lost two battleships, four carriers, six heavy cruisers, two light cruisers and an undetermined number of destroyers. These ships were seen to go down. So severely damaged that they may have sunk before reaching port, and in any event removed from action for from one to perhaps six months, were one Japanese battleship, three heavy cruisers, two light cruisers and seven destroyers. In addition, damaging hits were noted on six battleships, four heavy cruisers, one light cruiser and 10 destroyers.

The victory not only made possible the continuing supply of men and munitions to General Douglas A. MacArthur’s successful invasion forces, but by its magnitude can conservatively be said to have greatly reduced future casualties in both men and water-borne equipment.

Like all battles, this one did not just happen. The engagements, in one of which surface ships slugged it out against each other, and in which the far-ranging carrier-borne United States aircraft both intercepted and pursued enemy ships with conspicuous success, were preceded by a series of other actions which fall into a definite, strategic pattern when reviewed in order.

Preliminaries to the show-down battle can be said to have opened with the landings on Peleliu and Morotai, southwest of the Philippines, on 15 September. These landings in themselves were preceded by a two-weeks series of feints and thrusts, by Vice Admiral Marc A. Mitscher’s carrier task force of the 3d Fleet, which kept the Japanese forces off balance while...
whittling down their aerial strength by some 900 planes.

These successes indicated the feasibility of advancing the date for the invasion of the Philippines, and the date of 20 October was set by General MacArthur in consultation with Admiral Nimitz and approved by the high command.

However, a great deal of hard, tough work had to be accomplished first. As much damage as possible had to be inflicted upon the enemy over the widest available area guarding the Philippines. Additionally, by hitting the Japanese hard, and again and again, the enemy was to be confused, and kept confused, as to the ultimate objective of our far-ranging forces.

On 9 October, surface forces bombarded Marcus Island, and on the following day a carrier task force struck at Okinawa, in the Nanso Shoto group, about 1,600 miles to the westward. The Japanese defenders were caught off base each time, losing 82 planes at Okinawa and 46 ships, not counting 11 probably destroyed.

On 11 October, while the enemy was still trying to figure out what had hit him to the northward, the air-planes of one carrier group swept over the northern part of Luzon, main island of the Philippine Commonwealth, while the other carrier forces were refueling. That strike cost the Japanese 10 to 15 airplanes destroyed on the ground. Enemy opposition was inconsequential.

Three times, in as many days, the United States forces had struck at three different and widely separated strongholds of the enemy. On the fourth day, 12 October, a fleet appeared in the enemy's own backyard, off the island of Formosa, from which the aerial attack against the Philippines had been launched by the Japanese nearly three years before. Our objectives were the 25 to 30 first-class military airfields on Formosa, the airplanes based there, and, of course, any other military establishments on shore and the enemy shipping in the harbors.

Our fleet maneuvered in the vicinity of Formosa for three days, 12, 13 and 14 October. Fifty-five enemy vessels of all kinds were destroyed, and 22 were probably sunk, while approximately 396 airplanes were destroyed in the air or on the ground. On the last day, and on 16 October, Formosa was additionally the target of U. S. Army B-29s, flying from China.

The effrontery of the attack on Formosa from the sea provoked the Japanese into immediate counter-action. Strong units of bomber and torpedo planes swept down from the islands of the Empire, to be met and broken up by fighters from our carriers. Two Japanese planes which forced their way through found targets in a couple of United States medium-size ships, which were damaged by torpedoes but which successfully retired to the eastward.

Now comes one of the most fantastic chapters of the war. The Japanese aviators who managed to reach home reported an amazing victory, and Tokyo was quick to claim—for the fifth or sixth time—that the naval strength of the United States had been rendered puny. But, this time, the

**PRICE OF VICTORY:** Crewmen of another U. S. carrier watch as light carrier USS Princeton burns after being hit by Jap bomb. Later her magazine blew up and she had to be sunk by our own forces. **JAP SHELLS** fall around USS Gambier Bay, one of the two U. S. CVEs sunk after heroic stand against Jap battle fleet of superior speed and gunpower. Note enemy cruiser circled at right.
Japanese believed their own propaganda, that at least 15 carriers had been sunk and varying quantities of other warships.

A task force of the Japanese navy was sighted leaving the Empire to give the American fleet its coup de grace, but when the astonished pilots of the enemy scouting force saw the size of the healthy opposition deploying to receive them, the Japanese expedition wheeled and ran back to the safer waters of the Empire. Admiral Halsey ironically observed that his ships sunk by Jap radio announcement had been silver-lined, and were "reviving at high speed toward the Japanese fleet."

On 14 October, our carrier planes began working over the Philippine island of Luzon, and the lesser islands of the archipelago to the south and east, in order to come into immediate support of the amphibious forces approaching for the invasion. Only about 85 enemy planes were bagged in the sweeps over approximately 100 airfields up to the time our carriers, both the large and fast ones and the smaller escort ships, converged in support of the landings of the United States amphibious forces on Leyte. The strategy had succeeded, and the landings were effected by General MacArthur's forces in complete surprise.

**III**

**THE invasion of the Philippines employed a grand-scale use of all arms of modern warfare: land and amphibious forces, surface and subsurface ships, and, of course, a tremendous air coverage.**

A look at the chart will show the confusion of islands upon whose perimeter the initial assault was made. They form a maze of channels, of which the two providing the best access to the Pacific are San Bernardino Strait in the north, between Luzon and Samar Islands, and Surigao Strait in the south, between Leyte and Mindanao.

One of the precautions our forces took against a Japanese incursion from the westward was to post submarines on the opposite side of the archipelago. Early on the morning of 23 October, before daylight, two of our submarines flashed the word to the invasion forces that a strong Japanese fleet was headed northeastward from the South China Sea into Philippine waters—and characteristically reported, also, that they were moving in a direction which might send our torpedoes in each of three heavy cruisers, two of which were reported to have been left sinking and the third heavily damaged. The enemy forces scattered, and in the pursuit one of our submarines ran on a reef in the middle of the restricted channel and had to be abandoned; all of the crew was removed to safety.

Later that day other contacts with the enemy were reported, in Mindoro Strait, south of Luzon, and off the mouth of Manila Bay where the reported badly damaged another heavy cruiser, which managed, however, to limp into the bay.

Thus alerted, the carrier air forces immediately extended their patrol searches westward over the Visayan Sea and the Sulu Sea. On Tuesday, 24 October, two large enemy fleets were seen making for the Philippine islands, the larger one of the cruisers was heavily damaged in support of the landings of the United States amphibious forces on Leyte. The strategy had succeeded, and the landings were effected by General MacArthur's forces in complete surprise.

The larger enemy force of the central prong of attack was initially composed of five battleships, the modern Yamato and Musashi, and the Nagato, Kongo and Haruna. In support were seven heavy cruisers, one light cruiser and from 13 to 15 destroyers. This task force was located as it steamed through the Sibuyan Sea by the carrier force of the 3d Fleet. One of the Japanese battleships and two of the cruisers were heavily damaged and most of the other vessels in the group received hits. After engaging in a running battle, the Japanese turned back upon their course as if decided not to attempt to force San Bernardino Strait.

While these carrier strikes were being made against the two enemy fleets, our own ships and landing forces were being subjected to a very heavy air attack by hundreds of land-based planes darting out from the Philippines' 100 or more air fields. During these attacks, Princeton was hit and set on fire, and so damaged that the carrier had to be destroyed.

Among the attacking Japanese planes was one group of carrier-based aircraft which flew in from the north, so search groups were dispatched from the 3d Fleet to track them down. At 1540 of that same Tuesday, 24 Octo-

ber, two enemy forces were detected coming down from the northern tip of Luzon to join battle. They included two battleships, the Ise and Hyuga, four carriers, including one large ship of the Zuikaku class, a heavy cruiser, three light cruisers and six destroyers. The 3d Fleet, upon receipt of this information, turned to meet the oncoming enemy.

**IV**

**THE United States forces aiding and protecting the landing on Leyte were now the target for three converging Japanese groups totaling, without estimating submarines, nine battleships, four carriers, 13 heavy cruisers and seven light cruisers, and 30 destroyers. The stage was set.**

Shortly after midnight, our PT boats off the southern approaches to Surigao Strait detected and reported the approach of the enemy's southern force, the one that had been battered but not deterred. The PTs reported that two of their torpedoes had probably struck as many ships, but still the enemy came on. Three hours later, United States destroyers on picket duty in the strait discovered the Japanese coming through in two columns, making about 20 knots. The destroyers attacked, and almost simultaneously the battleships and cruisers stationed at the mouth of the strait opened fire. The enemy was caught in narrow waters, and caught in the fire, too, of five battleships he had accounted as lost in the sneak attack on Pearl Harbor—the West Virginia, Maryland, Tennessee, California and Pennsylvania, all modernized and more powerful than ever.

The Japanese columns slowed indecisively to 12 knots, and then, as shell after shell from the American destroyers found their marks, they tried to reverse course and escape. Of the two battleships, two heavy cruisers and two light, and 10 destroyers, all were sunk except one battleship, one or two cruisers, and perhaps half the destroyers. The next day our aviators dis-
covered the battleline and a fugitive cruiser, badly crippled, and finished them off.

Our losses in the entire action were one PT boat sunk and one destroyer damaged.

While the southern prong of the Japanese attack was being obliquated by surface action, the northernmost had been located from the air during the night—and it promptly swung from a southeasterly course to a northerly one. Hot pursuit resulted in a new contact early in the morning of the 25th. The Japanese carriers had few planes on their decks—they had sent their aircraft out against the ships the day before, and the planes apparently had to refuel on Luzon before returning to their mother ships. Indeed, the Japanese airplanes came in to rejoin their carriers while the United States bombers and torpedo planes were sending three of the four destroyers. These were apparently the surviving elements of the enemy task force which had been attacked from the air in the Sibuyan Sea and forced to flee westward. During the night the group had traversed San Bernardino Strait.

The escort carriers, silhouetted against the dawn, came under heavy fire from the Japanese force which, in the western gloom and with the Philippine hills providing further concealment, possessed every advantage of position and firing power. The carriers, converted merchantmen, headed off to the eastward into the east wind at the top of their limited speed, launching aircraft to attack the enemy. But the enemy's superior speed and gun power swiftly told. The Japanese continued to close in, hauling around to the northward and forcing this carrier group to head southward, under continuous fire from the enemy's 16-, 14- and 8-inch shells. Japanese marksmanship was poor, and American seamanship excellent, however, and although frequently straddled, our ships were not heavily hit during the first part of the engagement. By 0900, though, despite a sustained air attack on the enemy and the best efforts of the destroyer support with smoke screens and forays against the Japanese, the carriers began to take considerable punishment. One of them was sunk. Two destroyers and a destroyer escort which courageously charged the Japanese battlelines went down under the enemy's heavy shells. Nevertheless, the Japanese paid an exorbitant price for their success, such as it was. Two of their heavy cruisers were sunk, and one—perhaps two—of their destroyers went down under the concentrated counter-attack from surface and air.

Still the enemy pressed his advantage, and by 0920 the carrier group had been jockeyed into a situation with the Japanese, only 12,000 yards distant, and in position for the kill.

Then, suddenly, the enemy ships hauled away, gradually widening the distance, and to the astonishment of the American forces, broke off the battle with a harmless spread of torpedoes before steaming over the northern horizon at high speed, trailing oil from pierced hulls as they fled.

What had happened can be reconstructed from the events already reviewed. The Japanese admiral, with a costly local victory in sight, received word of the destruction of the northern force in Surigao Strait and the utter rout of the northern force with the destruction of its carriers. He had to get back through San Bernardino Strait, or face annihilation.

Further, though the Jap may not have known it, we had a battleship and cruiser force—a part of the 7th Fleet—in Leyte Gulf for the purpose of protecting the transports and landing craft from any enemy force attempting to destroy them. This was the force which so completely defeated the Japanese southern force before daylight in the southern part of Leyte Gulf, almost annihilating it—and which was still available—almost unscathed—to prevent the entrance of the central force.

The vanguard of the returning 3d Fleet units caught one straggling destroyer but the Jap and sank it. Early the next day air groups from our carriers ranged over the Sibuyan Sea and continued attacks on the fugitives, probably sinking one heavy cruiser and a light cruiser.

Back at the scene of the battle, the Japanese continued to harass the American ships with land-based planes, resulting in the sinking of a second of the CVEs, but the Second Battle of the Philippines was over and decisively won. The enemy fleet had suffered heavy damage which materially weakened their over-all naval and air strength against the final drive of the United States forces against the Philippines.

We must not, however, allow ourselves to feel that this victory effectively prevented any reinforcement of the Jap forces on Leyte and Samar, because he can still, by the very nature of the geography of the islands which afford protection and hiding places for short, fast transportation runs, continue his reinforcements at an increasingly diminishing rate. He cannot, however, prevent our own reinforcement and supply of General MacArthur and his gallant troops. Our naval and air forces will continue to insure the control of these sea approaches to the Philippines and the effective support and supply of our troops.

The 3d Fleet was under command of Admiral William F. Halsey Jr., USN, during the operations, and the 7th Fleet was under command of Vice Admiral Thomas C. Kinkaid, USN.
The following article is from a combat report recorded on sound film by the Office of Naval Records and Library, as related by a naval officer stationed in Hankow, China, a few days before the Jap attacks on Pearl Harbor and the Philippines. Today it's our side that is smashing its way through the Philippines; here's what it was like when the tide was running the other way.

About the 27th of November, 1941, we left Hankow to come down the Yangtze river in a gunboat. None of us had the foggiest idea what the situation was up there, but we knew it was pretty serious. We had about six different kinds of "blow up ship" bills, "burning ship in shallow water," "destroying ship in deep water," and "burning ship when beached or when alongside a dock."

But on the 27th, we got word to liquidate the "go-down" up there, the Navy stores and so forth, and beat it on down to Shanghai.

At 1100 on the day we picked out to sail we sent word up to the Japanese, as it was the usual custom there to warn them we were leaving, and told them we were going to sail at 1300. So at about 1255, down the beach at full speed comes a Japanese four-striper with a sword about five feet long. He hopped on board.

"Nothing doing, my friend," says he in Japanese. "You can't leave unless you have an escort. We can probably arrange it in a week, ten days at least."

We knew in ten days it would be too darn late. The captain told the Jap, "Unless you want to ride this gunboat down to Shanghai, you'd better ease off on the beach here, because we are going to shove off in five minutes."

The Jap changed his tune right away. He apparently had two or three plans ready, for he said, "Well, if you just give me a boat to get back to my gunboat here, I'll get under way right away and I'll escort you down there. You've got to have an escort because you don't know what the Chinese will do. There might be mines and all sorts of terrible things."

We gave him the boat and, by golly, they were under way about ten minutes after we were.

So there we went, a Jap sloop ahead of us, and the next the Uss Wake and next the Jap gunboat.

About two nights down we invited the Japs over for the movies. We couldn't travel on the Yangtze at night, so we anchored and the skipper went over and in the midst of the blackout there on both ships, invited the Japs over for the movies. They came, about nine of them, and their skipper was just absolutely a caricature of a Jap; you know the kind, with teeth that stick out and what hair he had left had been worked over with a clipper like a poodle in the summer.

When we got down to Shanghai, there were the other two gunboats, the Luzon and the Oahu, all boarded up—their awnings furled and the doors
boarded over and the hatches nailed down, and two or three holes cut in the roof of the cabin so you could get in and out.

We left Shanghai aboard the Oahu. Everything went fine for about a day. We ran into some terrible fog and had no navigation equipment to speak of. We got down to Formosa finally, and by that time a fairly strong sea had blown up.

We were met by two of the mine-sweeps, presumably sent up to take care of us. So having picked up our two rescuers we made our next burst of speed down to the Philippines and got there on the 5th of December.

As soon as we got in, being a spare pump handle on the Oahu, I was ordered on deck and made a scrubber. She was a typical South Sea Island trader built about 1914 in San Francisco. She was about 75 tons, and about 75 feet long. Had a little kicker in her, which gave her about five knots with a tail wind, and a full set of very, very worn-out gray and rotten old sails. Here she was over in the Navy Yard, not a soul on board, and I had a set of orders in my pocket to equip her with a crew, and arm, provision her, get fuel and water and so forth, and report in 24 hours that I was ready for sea.

We got our crew, about 15 Filipinos and two native and one American radio and a radio set, got us a three-pounder mounted on the fantail and a couple of machine guns, and loaded her up with salmon and rice, because the boys didn't know anything else. I dashed off and said that I was ready to put to sea and where did they want me to go?

Then they broke the news to me that I was going over to Camranh Bay. I got a haircut, dropped my baggage off at the Navy Yard, and picked up a little set so that I could hear what news was going on. That by the way was our only link of communication with the outside world for the next three months.

We got underway. I broke the news to my shipmates after we were outside the harbor, too far away to swim back. That was on the 7th of December, 1941.

About 0500 on the morning of the 8th, the radioman came down with a message that said "Plan Three" or some such number "was in effect." It didn't take long to dope out what Plan Three meant, and by the time I got squared around on the new course, a 180° reverse, the word came to return to Manila. Very welcome words, so back we buzzed at our top speed of about six knots.

When we got back the only difference I could see as far as Manila was concerned was that you could now go over to headquarters in shorts and didn't have to wear full uniform any more. Nobody seemed to be very excited. You could still go over to the Army-Navy Club, although I never had time myself. No airplanes appeared and it looked like one of these phony wars again like they had on the Western Front for awhile. They couldn't figure out quite what to do with the yacht. They had no place to put me, so they said, "Come on in and get a mine picker-upper, one of these asdic affairs, fixed on your bow and you can go out and hunt for magnetic mines in case they drop any."

So I went into the Navy Yard on the 10th, over at Cavite, dropped anchor about 300 yards from the beach and put-put-put over to a friend of mine's ship, a minesweep, and had lunch with him.

Along about 1245 when we were listening to the news from the American station in Manila, the air siren went. Filipino boys chased everybody out, and my friend had to button the place up. So I cased onto the shore and went over under the receiving station shed right where the Campanoe used to tie up and this time, no fooling, there were about 45 to 50 Japanese planes "way up in the air about 15,000 feet.

They started coming over our way, and two or three air-raid wardens herded us all up toward the dispensary. By that time the planes had made one dummy run. Some of them had branched off and made another run down over just where we had been sitting under the roof of the receiving ship and dropped a whole string there. One hit a little tug right out off the board side of the submarine tender that was anchored there and obliterated it. It simply disappeared, as if you'd put a blotto on top of a drop of water.

Two or three bombs hit the sub tender, the Otus, already under way. One hit right smack down the hatch of a submarine; nobody aboard apparently. Another hit the crow's nest of the Peary and just made an ice-cream-cone shape string of fragments, polishing off everyone on the bridge except the captain. It filled him with holes like a sieve, but they were all small ones apparently, not anything that was a lasting injury.

Then they made another run. Meanwhile I had moved up from the dispensary to the next station. The next run got the dispensary and the commandant's house.

The third run went over the ammunition depot. I had meanwhile moved one more step up the yard and missed that one and finally got as far as I could upon the San Felipe ferry pier. They went clear over on that run and didn't get any of us, all bombs landing out in the water.

The yard was a blazing inferno. Torpedo warheads were popping down in the other end of the yard, and their brightwork was making a merry fire. There were two or three motor launches off San Felipe ferry pier, covered by air-raid finished that used to run over to Manila, and each one had about 55 or 45 wounded on top.

Everything in the yard had opened up at these planes at 15,000 feet—30-cal. machine guns, 50-cal., three-inch. About 1700, I guess, I managed to get back to another one of the tug.

THE LANIKAI took the author from the Philippines to Australia. A South Sea Island trader, she was built in San Francisco about 1914. With her kicker, and a tail wind, she could make about four knots.
boots in a minesweeper's motorboat.
I was sent out to patrol the mouth of the bay. Id sail back and forth all day and I was supposed to report if I saw a periscope. Needless to say, none ever showed up. That went on for about three or four days and then I went into Manila. Got word to pick up the staff and carry them over to Mariveles. This was in the midst of an air raid about every two or three hours, I guess — the Japs had complete control of the sky and were trying to get the merchant ships that were still in the harbor there. These were slipping out each night, two or three at a time.
I went over alongside Pier I and they were evacuating the typewriters, files and other paraphernalia that finally got sunk on the Pecos.
The Admiral (Admiral Hart) had decided to go down south and direct things from Soerabaja. It was decided that the Lanikai would take some of his staff, including the flag lieutenant.
Then, with a few other newcomers, off we all went to Mariveles about three miles away and picked up whatever chow we could.
Over at Mariveles everything was in the same sort of confusion that we found in Cavite—sort of orderly disorder. The 4th Marines had just come in and there was stuff all over the place. You could have anything you wanted—a machine gun, a little pushcart, a bag of rice, anything that you had strength to carry off.

Amongst the ruins we found about 15 or 20 10-gallon cans of green paint which we grabbed. Out in the bay we picked up three or four barrels of gasoline floating around, that had been on some torpedoed or bombel ship. We spent the rest of the afternoon frantically swabbing the green paint on this white yacht with swabs or anything else that we could lay hands on.
Our final guess was to go over alongside the Canopus and beg, borrow or steal some fuel oil for our diesel. They didn't want to give us any but we finally got a barrel or two out of them.
Everybody was waving at us, wishing us their very best and saying “For God's sake don't be an utter fool and sail in that crate. You'd better stay here where you'll be safe. Stay on the Canopus.”

We got away about 2000 that night, the Peary and ourselves, the last two surface ships, I believe, that got away. At that time we had myself, the skipper, the four passengers, about 15 Filipinos in the crew and about 50,000 of the biggest cockroaches in the Philippines. I never saw such things. We didn't have any rats (which caused some concern to some of the famished passengers, by the way) but we had cockroaches to make up for it. We used to catch them in buckets. Put corn meal in half a bucket of water, and the cockroaches would hop in, thinking it was a bucket of cornmeal. By morning the thing would be filled with cockroaches.

We made it down to Makassar in about two weeks. We'd sail during the night. We'd make our plans well in advance so that around sunrise we'd be off what appeared on the chart to be a fairly good cove that we could get into and hole up during the day. We'd go right alongside the beach if we could. The first official move, of course, would be to try to contact some Filipinos, all of whom beat it to the hills the first time they saw us because they thought we were Japs. We were never able to do any more than chicken trading with the men.
The Japs flew over us every other day or so, but if they ever saw us they probably thought we were harmless. Fortunately we had the foulest sort of weather going across the Sulu Sea, three days out in the open, and as we were going by Jolo, we went by at night. There was a lot of activity over there, searchlights and a little booming. We discovered later that it was a Jap battleship and a couple of destroyers and what not bombarding Jolo and about to go ashore.

Meanwhile, all this time from Manila we hadn't seen a soul who could give us any info on the war. We still were listening with our little two-bit radio that we picked up in Manila. The radio we were supposed to use had never given a squeak coming or going. We never got anything out of that.
We got down to the first port on the Celebes, and our Dutchman went ashore and made peace with the
natives, telling them who we were. The natives were very keen that we should go over to a telephone about 20 miles from there. They said it was a very short ride on the bike, and would only take us a day or two.

After swapping a few chickens and getting some coconuts, we went down to the next port, where we were met by a Dutch gunboat. The skipper was out on the bridge and wanted to know who we were. Were we Japanese or were we on their side?

We roused the Dutch naval officer we had aboard and he gave the news to the gunboat, which was then within easy range of our powerful three-pounder. He convinced them we were okay and that we were friendly. Then he said, “You know, we got the most peculiar telephone call from Sabang up the way here. They said a Japanese ship had just come in and had two or three Germans on board, one of whom spoke fairly good Dutch, and they are on their way down the coast. They wouldn’t come over and talk.” They were very much relieved to learn that we weren’t the spearhead of the Japanese invasion.

We got some charts from these fellows to get us through the reefs around Makassar, and went trawling down through some of the most beautiful coastline I’ve ever seen, a million small islands about 40 to 50 feet across and with palm trees—just the sort of business you’d see in Dorothy Lamour’s movies.

About every second night there was some port we could get into, with maybe 50 people, two of them being native Dutch, and all delighted to see us. They were glad to see any outsider at all. There’s some schnapps and come out on board ship for chow, and said not to come ashore as malaria was rampant and it was no use to expose ourselves.

We got down to Makassar and were delighted to find some place that looked almost like Manila. It was a gorgeous place, laid out in beautiful straight lines, palm trees, wonderful club, lots of automobiles, carriages, lots of Dutchmen, including a governor general, and two or three houses that were built by the French about 400 years ago, simply museum pieces. It was just like you’d reconstruct a South Sea Island city if you’d never seen one.

We fumed and gassed up and got free food and free ice and everything we could carry, including a few fish. We tried to pay for it, but they said nothing doing, this is on reverse lend-lease, pay for it after the war.

They said, “Watch out, though, on the way down. There is a Japanese submarine right south of here.”

We wired two or three shots to reassure ourselves of the three-pounder after we got outside the harbor and off we went.

Fortunately we didn’t see the sub on the way down. We ran through two nests of islands on the way, with the most beautiful water where you could see down about 50 feet, absolutely crystal clear. We saw a few sharks round so we were a bit in it. Any time we’d show up, the native villages would be deserted, without a sign of life.

By the time we got down to Lombok we were about at the end of our rope as far as water, provisions and everything else were concerned. We went in and anchored, and sent a party ashore in a boat with some Filipinos and some of the white petty officers. The party was met by some natives on the beach and making signs and offering coconuts. We made friends and they rounded up chickens and coconuts for us.

We wanted to make sail that night, but meanwhile we’d run hard and fast aground. Finally, by throwing over the side our sandbags that we’d plastered the deck with for “armor plate,” we got off the next day and shaped our course for Bali.

Getting into Den Pasar, a beautiful little harbor, we were met with all sorts of fanfare. The Dutch had heard from Makassar that members of the commander in chief’s staff were on the way so they felt the thing to do, of course, was to have the resident over there to meet us, the Governor General of Bali. When he wanted to know where the staff was, we produced the staff right quick. We didn’t see any reason to disappointment the Governor General. It took about three days to get fixed, during which time we had a pretty comprehensive tour of Bali and found out later that all hands except the skipper and the crew had got thoroughly affected by malaria.

We went back around the north coast of Bali and finally got over to Soerabaja, where the air of peace, quiet tranquillity and lack of realization of the war was just exactly like it had been in Manila. There were tea parties, lots of beer and big crowds in the big hotels. We went on very cheerfully for about a week until the Japs found out about it. Meanwhile we were lying peacefully in the harbor there, having been in dry dock, had our bottom scraped and come out again.

The first bombers came over and blasted the navy yard. The day before the Japs came there had been about 17,000 workers in the yard. The next day there were 3,000. That was long before Java fell, but there was the end of the Soerabaja Naval Base.

A British destroyer that had rammed and sunk a Jap submarine was in there being repaired, and the Dutch cruiser Sunatra was there.

The Morbithead eventually came in after having just missed the action that four destroyers were in against the Japanese convoy off the Celebes.

The whole place was crowded with shipping, about 50 or 40 merchant ships, British, American, two or three Australians, all different nationalities.

It became apparent about that time, after the performance of the native troops at Singapore and at Java, that maybe there was something to our Philippine policy after all. All the Filipinos didn’t fight, and there was fifth columnism, but the regular Filipino troops really fought like tigers. There is just no description of their loyalty, especially their officers. I had this 15-year-old Filipino crew and I don’t care what the situation would be, I would like no better than to go into the toughest places with Filipinos. If they are loyal there is absolutely no limit if they like you, and if they think you are doing some reasonable job. They probably wouldn’t go out as hired mercenaries, but they thought they were fighting for the Filipinos and they really scrapped.

It finally became apparent that the goose was cooked in Java. The same faithful flag lieutenant who was still unemployed up in headquarters said, “Boys, it’s time to take it on the lam again, before you’ve got away. So he appeared on board ship and off we went.

We went round through Bali Straits, which has about a four-knot current one way, and six the other way. You have to sort of choose it when your ship’s top speed is about five. We went through and anchored on the other side for the day.

That night the whole island of Bali was lit up like Coney Island. We discovered later that the Americans landed that night, and the Dutch had gotten busy and were burning all their installations. I remembered once more what debt I was in to this flag lieutenant for saving my skin a second time.

We went on down around the south coast of Java on our verbal orders to go to Tjilatjap, there being no other place to go to, stopping in about every 150 miles, I guess, to these small indentations in the coastline, just the thing for a submarine, and steep, too. You’d go alongside, tie up to a tree, and there’d be monkeys (Continued on Page 64).
On these two pages are the first photographs released of the "Mulberries"—artificial harbors prefabricated in England, towed across the Channel last June and put together off Normandy as supply ports for the Allied liberation of Europe (INFORMATION BULLETIN, Nov. 1944, p. 45). Assembled aerial views at left (British official photograph) show Liberty ships and smaller craft sheltered in the British Mulberry at Arromanches-les-Bains. Photographs below and on the next page show the U. S. Mulberry at "Omaha Beach," near Colleville, mangled by a storm the day after completion but since partly restored.

SUNKEN SHIPS form one sector of breakwater for American Mulberry and provides mooring place for small craft.

PHOENIX, a concrete blockhouse mounting AA guns, is pushed into place before being sunk as part of breakwater.

FLOATING BREAKWATER, moored between phoenixes, protects an entrance to the harbor.
Supplies are unloaded at Loebnitz pier and roll ashore over pontoon bridgeway that falls and rises with tide.

CAUSEWAY, one of several, slopes down from beach to floating pierhead for unloading landing craft.

STORM that wrecked U. S. port beats against sunken freighters forming part of the breakwater.

WRECKED Mulberry and landing craft after storm. Seabees cleaned up, partly restored port.
GENERAL IDEA: You are actually commander-in-chief fighting a war when you play this game. At your command are all the forces of war—sea, air, and land (and you may form amphibious or paratroop forces); you have colonies to protect or capture; resources control your activity; neutral territory can be respected or violated; your battle zones are global. Your forces move the same way they would in actual warfare. (For instance, Army units travel on land, and do not go across oceans except on Navy units.) If you wish, you may call pilots, or destroy the enemy army in the sky by shooting down his fighters. Hitters may act as spies or fifth columnists or a general staff. You start off even and luck has nothing to do with it. It’s a better job of professional (arm-chair or professional) than your opponent, here is a chance to prove it.

YOUR FORCES:
- 8 ARMY units, which may become aircraft carriers, amphibious landing craft or troop transports.
- 6 AIR units, which may become troop transports or paratroop carriers.
- 4 NAVY units, which may become aircraft carriers, amphibious landing craft, or troop transports.

These units are all considered tactically equal, the side with the element of surprise or offensive having the advantage. As commander-in-chief of your forces you are concerned with strategy—with whether you want to fight a land or air war, for instance, where and when to invade, when to risk a sea battle, etc.

YOUR RESOURCES: One of the prime considerations of strategy being logistics, you will have the problem of allocating your resources as needed, symbolized by "tankers of oil." You get 20 tankers each time it is your turn to play, or each "day." It costs you one tanker of oil to move any one piece one square. You can burn up your oil as you like (move one piece 20 squares, or two pieces 10 squares each, etc.)—use it all that "day" or save some or all of it for future "days," for instance if you are planning a large-scale amphibious invasion which requires moving the large number of units a great many squares at one time. (The tankers are symbolized by poker chips or similar counters.) One chip represents a tanker of oil. Twenty chips from the stack at the beginning of your "day," and when your "day" is finished, put back on the stack as many chips as you have burned up by your moves. If you keep your left-over chips hidden from the enemy, he probably will soon lose track of what resources you have and thus not be able as capable of anticipating your future moves. (But, of course, if your Intelligence is any good, you will keep track of what resources he has.)

THE BELLIGERENTS: The two countries at war are Redland and Greenland, indicated on the "map," or playing board (see top of opposite page). The countries are divided by three small neutral countries together known as "Neutralia," and are otherwise surrounded by water. Each belligerent country has an island colony and off the shore of each colony are two blockade bases which control the waterways between the mainland and the colonies and in enemy hands deprive the mother country of resources and troops. You are the commander-in-chief of the combined forces of one or the other of these two countries.

AN "INCIDENT": You roll a die or flip a coin—and the winner gets the choice of the first move. (If you fight more than one war, the loser of the previous war starts the next one; losers of wars not otherwise begin the next one.)

TO WIN: You can win the war in three different ways, and part of your strategy is to figure out which way is best under changing circumstances as you go along:
- BY INVASION: If you can get four of your Army units in the squares of the enemy capital at the same time, the war is over—even if he could knock you out in his next move.
- BY SEIZING RESOURCES: If you can capture the enemy colony by getting an Army unit in his colonial capital, and can also place a Navy unit on each of his blockade points all at the same time, the war is over—even if he could knock you out in his next move. (However, if he has an Army unit in your colonial capital at that time, he is getting your resources.) Therefore, you must attack your own colony to win by this method.
- BY ATRITION: When you have reduced the enemy forces to such an extent that he cannot defeat you by the above methods, you have won the war. With less than 4 Army units and less than 2 Navy units, he is defeated, no matter how many Air units he has.

THE DIFFERENT WARS:

WAR:
Using the same basic rules (see next page), you can fight any kind of war you wish—the versions below, or others you may agree upon to provide handicaps, etc.

DECLARED WAR:
The standard, quickest version of the game is a "declared war." To play, both sides first mobilize according to the plan shown at the bottom of this page. It is presumed that each side is thus at total strength, and that each belligerent has deployed his war machine. It is the turn following an "incident" to begin actual fighting. Roll your dies or flip the coin, and start fighting by the basic rules.

WAR OF NERVES:
Instead of beginning the game by placing the pieces for a "declared war," the players agree that no "declared war" may be played as follows:
- The Neutralian standing armies in one place. Then, while the board still has no belligerent pieces on it, create an "incident" to determine who is going to begin fighting first. Then, each side taking turns, put two of your pieces on the board. Army and Air units may be anywhere on your mainland or colony, or on your Navy units; the Navy units must be placed touching the shoreline of either your mainland or your colony. One piece is placed on the board, it cannot be moved until the fighting actually starts. Factually store away 10 tankers of oil each turn. When all pieces are thus been placed, create another "incident" to see who makes the first overt act, i.e., who gets the first "day." (If you have deployed your forces planning on the first move, and are attacked instead, that's too bad!)

Then battle according to the basic rules.

UNDECLARED WAR:
Begin as though you were playing the "war of nerves" variation. Then, at any point while the pieces are on the board, you may start fighting by attacking one or more enemy pieces, moving your own pieces according to the basic rules.

DISPOSITION OF FORCES is shown for declared war version. Each belligerent has 4 Navy units touching shoreline; 6 Air units on land next to the Navy units, and 8 Army units next to Air units. The Neutralian standing armies are in the center line of their countries, whether declared war or any other version is played.
'MAP' or PLAYING BOARD is shown above. Actual size of the board is approximately 12 inches by 24 inches to make each block 11/16-inch square. The units or pieces, cut from round (doll) sticks, are 3/8 of an inch in diameter, but pieces of other sizes and shapes can be used, so long as the board is made big enough to hold them.

Countries, colonies, and pieces are colored to match names of countries; the oceans may be colored blue. Alternate light and dark shadings on the board are only for convenience in counting and determining diagonal lines; you play on all squares alike, not as in checkers. The longitude and latitude lines are similarly for counting and determining horizontal and vertical lines, and have no other significance. The numbers and letters along the two sides are to identify moves when the game is played by mail, semaphore, etc. Black squares are the blockade points. Stars indicate the various capital squares. Board sits so that player's own colony is at left (drawing above is as seen by Redland player).

Your enemy is likewise free to take overt action at any time he wishes. You continue to run the same forces on a split strategy, with the player involved, a piece cannot be moved during the turn in which it is placed on the board.

THE BASIC RULES

While the rules which follow may seem long and complicated, actually you will find them fairly simple once you see that they are devised to give you the piece the same capabilities and limitations as the comparable units in actual war—and also to take into consideration the time factor involved.

Since speed, distance and mobility are calculable factors in war, there is a similar element here: by the rules, Army and Navy units cannot change direction during one move. And since planes cannot fly indefinitely, the rules provide a maximum flying range for Air units. You will find you are fighting a war by the same general rules that govern real wars—rules you more or less already know.

TO MOVE YOUR UNITS

It costs one tanker to move any one piece one square. Pieces move as follows:

Air units can move at many squares as desired (if you have enough oil) anywhere on land, in any one straight line in any direction, including the diagonal. They cannot change directions in the same move.

Navy units move exactly as army units, except that they move at sea.

Army units can move at 4, 6, 8 or 10 squares. (This is to represent the limitations of aircraft—weather, need for airstrips, etc., and flying range.) Unlike Army and Navy units, Air units cannot change direction in flight as desired, so long as they make such changes on the even squares—they cannot turn on the 3rd or 5th square, etc. Air units must come to rest on land, or on ships at sea (thus becoming aircraft carriers—see next page). If an Air unit lands on water otherwise, it is lost. Air units cannot land on the blockade bases.

Your Army or Navy unit simply moves onto the square occupied by the enemy unit, and the enemy unit is taken from the board. Your unit must stop in that square and cannot be moved again until another day (other units may still be moved that same day, of course).

Your Air unit can bomb an enemy unit out of existence and fly on—but the enemy unit must be in the even square (2nd, 4th, etc.). Air units can also destroy by landing on or in the same square occupied by the enemy unit but they cannot take off again until another turn. However, if an Air unit chooses to do a "suicide dive" to destroy two enemy units—and this is possible if it is in a different range: a target which was inaccessible because it was 5 squares away is now 4 squares away and thus within range. However, an Air unit cannot not destroy in any flight during the same day it is "crated" nor can it "crate" onto an enemy-occupied square.

UNITS ON THE SAME SQUARE

Air units can fly over any units on the board, but Army or Navy units cannot move through another unit in their course. You cannot drive an enemy unit from the sea, or fly Air units into the sea, etc., simply
NEUTRALIA'S ROLE

The three little countries between the two belligerent countries unhappily are at the very edge of the belligerents. They have standing armies, but three of them do not have oil. If a belligerent piece enters within the borders of one of the neutral countries, that country's Army piece may be moved to intern the invading piece (that is to say, the other belligerent must play for the neutral country and use his own oil to move the neutral piece to take the enemy piece off the board). But if a belligerent piece moves into a neutral country to capture another piece of the neutral units, the remaining units (if any) of that particular country (even all of the neutral units, and henceforth allies and used by the belligerent as he sees fit).

Two Sample Strategies (or Battle Plans)

SITZKRIEG

This is the simplest to execute. Its objective is to move into the enemy capital and win by invasion in one stroke. Against an Army piece, which, in this game, it can work beautifully. On the first day:

**THESE 2 ARMY UNITS MOVE UP ONE SQUARE**

That costs you 1 tankers of oil; you store up 18.

On your next day:

**THESE 2 ARMY UNITS MOVE UP ONE SQUARE**

That costs you exactly 2 more tankers of oil; you store up 18 more, for a total of 20 tankers left, enough to move your Army units into the enemy capital, thus:

**BEGINNING OF YOUR THIRD DAY:**

That costs you 16 tankers. You have 40 tankers left, enough to move your Army units into the enemy capital, thus:

**AND THE WAR IS OVER!**

Of course, it is not often so simple. The smart enemy sees it coming. He can take countermeasures, such as:

**OVERSEAS INVASION**

Here is the second basic plan. First:

As your third day starts, you have 20 tankers more, or a total of 39. It costs you 20 to fly your paratroop unit to the enemy colony and one more to move the Army unit off onto the capital. With 18 left, you can move the Navy unit farther out to the most distant blockade point, and then move the other Navy unit on the diagonal up to the other blockade point. The war is over, thank goodness.

**SNARLED MOVEMENT**

The unit which is being carried is not considered to have moved just because the other unit moved. If it moves onto the carrier in one turn, it cannot move off until the next turn. And the turn after it is behind the carrier, it cannot move off during the same day.

(5) When the bottom piece is moved and stops to let the top piece move off, the bottom piece cannot move again that day.

SHORE DEFENSES AND OFFSHORE BOMBARDMENTS

If an enemy Navy unit touches against the shore your Army unit can destroy it if it is in a straight line with it, by moving to the shore and expending an additional tanker of oil for the bombardment. Similarly, a Navy unit can knock out an Army unit in the same way, so long as the shore and expending an additional tanker of oil for the bombardment. Again, if it is in a straight line with the shore unit.

The enemy has an Army on the shore, and your carrier is down. You can block the Navy attack if you move your Army piece to a square touching land. If the carrier in one turn. It cannot move off during that turn and every turn in which it balances out — you get 10 extra and lose 10. Thus, you get your usual 10 tankers. If the Army unit then moves on to the carrier when the day started, even though it would move if the Navy unit square the unit touches the shore (and thus considered shore installations) by moving to the shore and expending an additional tanker of oil for the bombardment. Simultaneously, the Navy carrier when the day started, even though it would move if the Navy unit square moved. When the day started, even though it would move if the Navy unit moved. Even if the Navy unit moves off in accord: another unit at a time.

Of course, that strategy can be countered. If the defense moved a Navy unit inward it would be impossible for your invading Navy to steam up to the top blockade point. You would have to stop to take that Navy unit, which would be lying in its course. Meanwhile the defense could bring up other reinforcements, and the battle would be long. The Air units did not steam his fleet up and move it out on the first move, there would be no way to stop your attack.

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UNFURLED to the breeze on Leyte Island, the Stars and Stripes once again flies over the Philippines, a triumphant symbol for this year of advance throughout the Pacific and on the continent of Europe. This 16-page section of the INFORMATION BULLETIN reviews our third year of war since Pearl Harbor, tracing the 12 months since 20 Nov. 1943—from Tarawa to the Philippines.
PACIFIC: YEAR OF OFFENSIVES

A YEAR ago, as the U. S. Navy entered its third year of war in the Pacific, Emperor Hirohito of Japan delivered one of his rare comments on the course of the war. Peering intently into 1944 the bespectacled Son of Heaven declared: “The future of the war situation permits absolutely no optimism.”

This turned out to be the most accurate Japanese announcement of the year.

In twelve months’ time our combined forces battered their way 4,500 miles westward from Pearl Harbor, smashing through the Gilberts, Marshalls, Marshals, Marianas and Palaus. They captured 13 major Jap bases, isolated or neutralized many others, and left large segments of Japan’s aggression-won empire “withering on the vine.”

The mighty U. S. offensive ground everything in its path, finally rolled right up on the enemy’s doorstep in the Philippines, liquidating sizeable elements of the Jap fleet, army and air forces on the way. Raiding task forces had struck at Formosa, the Bonins, Volcanoes and Ryukyus, the latter three within 600 miles of Tokyo itself. As the year ended, Japan’s “inner circle” of defenses was beginning to look more and more like a noose.

The Time to Strike

Prologue to this year of offensives was spoken by Admiral Chester W. Nimitz on Armistice Day of 1943. Said he: “The time to strike has come.”

Nine days later the greatest war fleet the U. S. had ever assembled in the Pacific was poised off the coral atolls of the Gilbert Islands. At dawn of 20 November it struck. In a bitter 72-hour struggle, bloodiest in Marine Corps history, the battle for the Gilberts was fought and won. A last suicidal charge by the Japs delayed the end of the fight for Tarawa, Makin and Abemama, and the successful beginning of the drive toward Japan’s inner empire.

Almost simultaneously, Allied war leaders met in Cairo, agreed on Pacific war aims: “unrelenting pressure” against Japan by sea, air and land; strip the Japs of islands seized since 1941: restore Manchuria, Formosa and the Pescadores to China; expel Japan from territories taken by greed and violence; independence for Korea, unconditional surrender for Japan.

The “pressure,” they noted, was “already rising.” It continued. Carrier task forces attacked Kwajalein, Wotje, Roi, Ebeye and Mille in the Marshalls. The first heavy December raid bagged 72 planes, two light cruisers, four other ships.

In the closing hours of January, a mighty armada of carriers, battleships, cruisers and other vessels opened up on Kwajalein, largest atoll in the world, and amuck in the center of the Marshalls. By the time landings were accomplished, without the loss of a ship, 15,000 tons of bombs and shells had smashed Roi, Nauru and Kwajalein. This time U. S. dead numbered less than 300, Jap dead over 8,000.

In the Gilberts and Marshalls, the U. S. won air and sea bases for its advance toward Tokyo, shortened supply routes by thousands of miles, and presented a flank threat to Japanese positions in the Carolines.

The threat was shortly made good. In mid-February powerful carrier task forces made a bold and sensational raid on Truk, legendary Jap naval base. The two-day attack cost the Japs 23 ships sunk (including two cruisers and three destroyers), and 201 planes destroyed.

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

While the attack was in its second day, U. S. assault troops landed on Eniwetok Atoll, 300 miles nearer Truk than Kwajalein.

Soundly established in the Central Pacific, our forces consolidated their newly won bases. Phase 1 had been completed: the springboard.

The Little Bastions

All over the Pacific the Jap had sprinkled his island outposts, his “unsinkable carriers.” He now found that these bastions were not only unsinkable, but unmaneuverable.

From the bases in the Marshalls, the Gilberts and the Southwest Pacific, raiding operations by fleet and air units and by land-based Army bombers began the plastering job which warned the Japs that new tenants were moving in.

A careful shelling, by sea and air, was given the Jap-held phosphate island of Nauru. Extensive renovations were carried out against the harbor at Rabaul, with 148 aircraft downed in one January week. By 9

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### JAP SHIP LOSSES TO U.S. SUBMARINES

<table>
<thead>
<tr>
<th>COMBATANT</th>
<th>SUNK</th>
<th>PROBABLY SUNK (To 10 Nov. 1944)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CARRIERS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CRUISERS</td>
<td></td>
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<tr>
<td>DESTROYERS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TENDERS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NON-COMBATANT</td>
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</tr>
<tr>
<td>FLEET TANKERS</td>
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<td>CARGO AND SUPPLY</td>
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<tr>
<td>MISCELLANEOUS</td>
<td>38</td>
<td></td>
</tr>
</tbody>
</table>

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### CASUALTY FIGURES FOR THE WAR TO DATE

Casualties among naval, military and merchant marine personnel through 20 November totaled 517,214. Total since 7 Dec. 1941:

<table>
<thead>
<tr>
<th></th>
<th>Dead</th>
<th>Wounded</th>
<th>Missing*</th>
<th>Prisoners*</th>
<th>Total</th>
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<td>18,786</td>
<td>9,002</td>
<td>8,210</td>
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<td>21,968</td>
<td>909</td>
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<td>194</td>
<td>141</td>
<td>877</td>
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<tr>
<td>U. S. Army</td>
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<tr>
<td>Merchant Marine</td>
<td>722</td>
<td>......</td>
<td>......</td>
<td>6,855</td>
<td></td>
</tr>
</tbody>
</table>

Total | 114,626 | 274,218 | 68,844 | 59,526 | 517,214 |

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.
February our air patrols reported that virtually all Jap warships had fled Rabaul.

Alterations were made through the Spring on other enemy targets, from Satawan and Ponape in the Carolines to Paramushiro in the Kurils, and on Marcus and Wake. Late in March, in a three-day visit to Palau, Woleai and Yan, Task Force 58 made a clean sweep; every ship anchored there sunk or damaged. A few days later Admiral King reported that 2,000,000 tons of Jap shipping had been destroyed since the start of hostilities. By early April American sovereignty had been established over all but four of the numerous Marshall atolls, and Navy civil affairs officers had moved in to govern our first conquests. The springboard, having supported many small jumps, was ready for a big one.

Leap Year

On 14 June our forces took their third and most daring leap of the year. Landing plumb in the enemy's backyard, they invaded the Marianas, a 1,300-mile advance from Kwajalein.

Forced to fight by this invasion of a key defense only 1,250 miles from the Jap mainland, the Japanese fleet at last came out of hiding to exchange long-range air blows with the Navy. In a two-day running battle, the Japs were routed and fled into the night for a big one.

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the Second Battle of the Philippines saw the Japs risk 60 ships, have 68 of them sunk or damaged.

The year of battle that had begun with the attack on the Gilberts wound up with American forces returning, as promised, to the Philippines—a war advance of 8,000 miles from Tarawa, 4,500 from Pearl Harbor. The next chapter would be written in 1945.

CBI Round-Up

Pushed out of India, and back in Burma, the Japs did some pushing of their own in China. From bases in China the 14th AAF had long whittled the Jap shipping, sinking more than 384,000 tons since 1 Jan. 1944, with 107,000 tons more probably sunk, 165,700 tons damaged. But a 14th AAF officer bitterly summed up the sad fact at year’s end: “From all of these missions, eight of our air bases are missing.” Throwing back Chinese army forces, the Jap drive through China, to provide a land route for supplies and to clear the coast against expected invasion, had forced the abandonment of one hard-won U. S. base after another.

From China in mid-year a new weapon brought the war down on the Japs’ own mainland—a far-ranging B-29 Superfortresses of the newly formed 20th AAF. Half as large again as Flying Fortresses, the B-29s made their first raid on Japan on 15 June, giving the Japs their first homeland bomb by RAF fliers with 12,000-ton Condors.

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The initial raid struck Japan’s “Pittsburgh,” Yawata, wiping out an estimated 25% of the empire’s steel capacity. Later raids smashed Sasebo, Choghuku, Kyushu and Nagasaki in 1944, with 107,600 tons more probable damage. But a 14th AAF officer bitterly summed up the sad fact at year’s end: “From all of these missions, eight of our air bases are missing.” Throwing back Chinese army forces, the Jap drive through China, to provide a land route for supplies and to clear the coast against expected invasion, had forced the abandonment of one hard-won U. S. base after another.

The sinking of the Nazi battleship Tirpitz, by RAF fliers with 12,000-ton bombs, freed further British Fleet units for the Pacific.

Navy News of 1944

Sad blow in the Navy’s year was the death on 28 April of the man who had led it during its greatest growth—Secretary of the Navy Frank Knox. Into his place stepped James Forrestal, who as Under Secretary of the Navy had supervised its expansion since 1940. Ralph A. Bard, Assistant Secretary since early 1941, became Under Secretary.

By 1944’s end the U. S. Navy was a more powerful force than sea power had ever been known. From its already great strength in 1940, with 1,076 vessels displacing 1,875,000 tons, it had mushroomed into a giant of 56,000 vessels, more than 10,000,000 tons. Its air arm had more than 30,000 planes.

Among new Navy ships commissioned were the 45,000-ton superbattleship Missouri and Wisconsin, joining their sister ships, the Iowa and New Jersey, already in action. New 2200-ton superdestroyers, of the Allen M. Sumner class, were added to the fleet, as were many new landing vessels and rocket-firing landing craft.

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Rockets were also used by Navy planes, against U-boats, other planes, and shore installations, and in October the Navy announced that it was now prepared to use jet-assisted take-offs for carrier planes and flying boats.

Navy manpower was up to 3,200,000, plus 107,600 tons more probable damage. But a 14th AAF officer bitterly summed up the sad fact at year’s end: “From all of these missions, eight of our air bases are missing.” Throwing back Chinese army forces, the Jap drive through China, to provide a land route for supplies and to clear the coast against expected invasion, had forced the abandonment of one hard-won U. S. base after another.

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On the War Front, the Navy set new records for itself. Almost 2,000,000 military allotments for War Bonds were in force at the end of October and 93.8% of the Navy’s civilian personnel were participating via the payroll savings plan. Total sales for the Navy were expected to pass the one-billion-dollar mark (1944 sales alone approximated $600,000,000, more than doubling the 1943 total). About 4% of all Series E War Bonds sold during the war have been sold to Navy personnel, the Treasury estimated.

Looking forward to 1945, Admiral King estimated that the Jap Navy had been reduced to not more than one-half of its maximum strength and that “when the war in Europe releases the powerful forces engaged there, the greater part of them will be brought to bear against Japan.”

In his review of “a year of continuous progress and gratifying success,” Admiral Nimitz reported that “We have cleared out of the way a number of essential preliminaries to tackling the main strength of the enemy. . . . All opportunities we can create or which present themselves will be exploited to the utmost to bring the enemy to decisive defeat at the earliest possible time.”
OUR third year of participation in the war in Europe saw the Nazis battered from all sides, stripped of huge areas of conquered territory and forced to the defense of their own war frontiers in the west and east, where powerful Allied armies had gathered to make the final assault.

Across the vast expanse of western Europe, the Allied armies were on the move, launching amphibious operations in all history, before the Allies could establish a foothold on the shores of France. The German occupation of Poland, Italy, Yugoslavia, Czechoslovakia, Albania, and Hungary were out to meet the invaders. The U. S. 1st Army launched an offensive on a 30-mile front and slowly pushed the Germans back from the base of Cherbourg Peninsula. British and Canadian troops took Caen after a 33-day struggle and by 20 July were pushing slowly forward toward Paris, 110 miles away.

In the meantime, the U. S. 3d Army broke out of the beachhead and made lightning thrusts across the Brittany peninsula and eastward toward Paris. One of the mechanized columns advanced 52 miles in two days, then swept ahead 42 miles on the third day. Another column turned north and forced the withdrawal of German forces which had been blocking expansion of the Normandy beachhead.

As the 3d Army's onrushing columns neared Paris, French patriots arose to meet us. On 25 August, the British 3d and 1st Armies, the British 2d and Canadian 1st Armies swung northeast through France and into Belgium and Holland. Aachen, a city of 160,000, was the first large German city to be captured. It was blasted to rubble and then occupied by the U. S. 3d and 1st Armies, the British 2d and Canadian 1st Armies swung northeast through France and into Belgium and Holland.

The Allied battle against subs was the U. S. 5th Army launched its biggest offensive on 18 May, captured Cherbourg on 26 June, giving the Allies a major port, the U. S. 1st Army launched an offensive on a 30-mile front and slowly pushed the Germans back from the base of the Cherbourg Peninsula. British and Canadian troops took Caen after a 33-day struggle and by 20 July were pushing slowly forward toward Paris, 110 miles away.

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The death blow was administered on 12 November to the Turpitz, Germany's last battleship, by a force of 29 RAF Lancasters. Three direct hits by special armor-piercing six-ton bombs sank the pride of the German navy in Tromsoe Fjord in northern Norway. In February it was announced that U. S. submarines had begun their work by laying 18 U-boats in the South Atlantic. Five British sloops on escort duty accounted for six U-boats in 20 days during March, and the greatest convoy in history arrived safely in England with vast stores and troops for the forthcoming invasion. The success of the Allied battle against subs was indicated by a announce on 10 May that 1,200,000 tons of war equipment had been conveyed to Russia in the previous six months with only 2% lost to enemy action.

Ship losses continued to decline until, in July, a joint Anglo-American statement revealed that U-boats were "now the hunters instead of the hunted." It reported that more than 500 U-boats had been sunk since the war started, 17 of these after D day while attempting to interfere with cross-Channel traffic.

The Western Front

After months of preparation, the long-awaited western front in Europe was opened on 6 June when an invasion armada of 4,000 ships and thousands of smaller craft appeared off the coast of Normandy and thousands of troops swarmed ashore under cover of the greatest sea and air bombardment in the history of war. Our warships steamed close inshore and drenched with shore batteries. Fire support for advancing troops was continued for miles inland, with naval gunfire liaison officers accompanying the troops to spot targets. Beachheads were established and consolidated, and within two weeks two airborne columns were advancing inland on a 116-mile front.

After capturing Cherbourg on 26 June, giving the Allies a major port, the U. S. 1st Army launched an offensive on a 30-mile front and slowly pushed the Germans back from the base of Cherbourg Peninsula. British and Canadian troops took Caen after a 33-day struggle and by 20 July were pushing slowly forward toward Paris, 110 miles away.

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British 8th Army in October, while the 8th Army neared Bologna in an advance slowed by rains and rugged terrain.

U. S. and British cruisers and destroyers supported ground troops in the campaign with almost daily bombardments of military objectives along the coast.

Late in September-British amphibious forces landed in Albania and Greece, meeting little resistance as the Germans fled northward. Corinth and Athens were liberated without a fight, and the last Germans pulled out of Greece on 2 November. Yugoslav Partisans cleared much of the Dalmatian coast, and Albanian partisans freed their capital city, Tirana.

The Eastern Front

The third Russian winter offensive was launched on 6 January as the Red Army drove 10 miles into pre-war Poland. Germans made such a hurried retreat that dinners were found hot on barracks stoves. The two-and-a-half year siege of Leningrad was lifted on 21 January and the Red Army crossed into Estonia two weeks later. Another offensive took Krivos Rog after four months of fighting and the Ukrainian army swept into Bessarabia.

The Russians were still rolling forward in April. The recaptured Odessa, drove into the Crimea and laid siege to Sevastopol, and advanced into Rumania. Sevastopol fell on 9 May.

In June the Red Army opened the offensive that took Finland out of the war. It crashed through Finnish defenses on the Karelian Isthmus and advanced 15 miles the first day. Driving 60 miles up the isthmus, the Russians captured Viipuri.

A renewed Russian offensive, coordinated with the invasion of France, opened on 23 June. In four days they had liberated 1,700 places and were within 34 miles of the old Polish border in the north. In 22 days one Red Army had advanced 266 miles, an average of 12 miles a day, and reached the 1941 Soviet-German border on 19 July. Another army pushed to the Baltic Sea west of Riga, encircling an estimated 975,000 Germans in Latvia and Estonia.

Early in August, after advancing 440 miles toward Berlin in 52 days, the Red Armies on the central front slowly came to a stop at the border of East Prussia and the gates of Warsaw. However, other Russians were occupying Rumania and Bulgaria and moving into Yugoslavia, where they joined forces with the Yugoslav Partisans. By early September, Rumania, Bulgaria and Finland had asked for or arranged armistice terms. Riga was captured in October, freeing two Soviet armies for the drive into East Prussia. Far to the north, a Red army took Petsamo and was helping the Finns clear their country of remaining German troops.

As the western Allies opened their big drive into Germany in November, Russian troops hammered at the gates of Budapest.

The Aerial Front

A year ago this month Berlin was being razed from the air. The demolition began in earnest on 22 November when Allied heavy bombers dropped 2,500 tons of explosives on the Nazi capital and left it a sea of flames. For five days the destruction continued on a nightly schedule, as millions of civilians were evacuated from the city. Bremen, the Ruhr and Emden also took an incessant blasting.

By early December it was estimated that one-third of Berlin was in ruins. On 24 December some 3,000 Allied planes smashed at gun emplacements along the invasion coast and Berlin was pounded again. A record of 11,000 tons of bombs were dropped on European targets during December.

On 20 February 2,000 U. S. bombers and escorting fighters raided eight German plane production centers and knocked out an estimated one-fourth of Nazi fighter plane output. New six-ton "factory Buster" bombs were used for the first time in March, and shuttle bombing was started between Italy and England.

The air assault on the Reich reached new intensity during April and forced the Nazis to utilize the greater portion of the Luftwaffe for home defense. On more than one occasion 5,000 Allied planes were put in the air for assaults on Europe. Bombers based in Italy began striking at Buda-pest and Ploesti oil refineries. Shuttle bombers from Britain and Italy reloaded in Russia and struck again on their way home.

In May, Allied air attacks were shifted from industrial centers to western defense areas and supply lines feeding them in preparation for the coming invasion. During this month 130,000 tons of bombs were dropped on Europe in 29 days and 700 Luftwaffe fighters were shot down.

The aerial assault on Germany continued unabated after the liberation of France. Operating from French airfields, our planes were able to reach every part of the Reich; surprise raids were possible because the bombers no longer had to fly over long stretches of occupied territory on route to their targets.

German Secret Weapons

Hitler's revenge for his reverses on all fronts came in the form of robot bombs (V-1) which began falling on London and vicinity soon after D day. Fired from launching platforms across the Channel, these one-ton "buzz-bombs" wreaked great destruction until counter measures and the liberation of the French coast reduced robot bomb launchings to isolated efforts from planes.

The British revealed in November that the Germans were using another terror weapon—rocket bombs (V-2). Launched about 100 miles away in Germany, they were fired into the stratosphere and descended at speeds estimated from 200 to 300 miles an hour. Germans also used these rocket bombs against Allied troops and positions in Europe.
U. S. Naval Vessels Lost During War

The following is a list of U. S. warships and vessels sunk, destroyed, or damaged to prevent capture or-overdue and presumed lost as announced between 7 December 1941 and 19 November 1944. They are shown here in historical and chronological order of their loss.

**Name and Type**

**Battleships**
- Arizona (CA) Pearl Harbor, 7 Dec 1941

**Cruisers**
- Houston (CA) Pearl Harbor, 7 Dec 1941
- Astoria (CA) Pearl Harbor, 7 Dec 1941
- Raleigh (CA) Pearl Harbor, 7 Dec 1941
- Atlanta (CA) Pearl Harbor, 7 Dec 1941
- Northampton (CA) Pearl Harbor, 7 Dec 1941

**Destroyers**
- Honolulu (CA) Pearl Harbor, 7 Dec 1941

**Submarines**
- USS Nautilus (SS-1)
- USS Scorpion (SS-287)
- USS Tang (SS-306)
- USS Narwhal (SS-373)
- USS Skate (SS-308)

**Aircraft Carriers**
- Lexington (CV) Pearl Harbor, 7 Dec 1941
- Yorktown (CV) Pearl Harbor, 7 Dec 1941
- Hornet (CV) Pearl Harbor, 7 Dec 1941

**Auxiliaries**
- Utah (AD) Pearl Harbor, 7 Dec 1941

**DestROYER ESCORTS**
- Leopold (DE-20)
- Frehel (DE-21)
- R. 15 (DE-98)
- Ticonderoga (DE-27)
- New York (DE-23)

**MINE VESSELS**
- Penguin (AM-9)

**LANDING CRAFT**
- LCU-33

**DISTRICT CRAFT**
- YP-389

1. The USS Oklahoma was sunk at Pearl Harbor, 7 Dec 1941, refloated and subsequently decommissioned as of 1 Sept. 1944.
Nov.-Dec. 1943 Dawn of 20 Nov. at Tarawa also marked dawn of a year of crushing offensives against Japs. Marines conquered island in 76-hour battle, bloodiest in Corps' history; Army won Makin. Later, task forces hit Carolines, Marshalls.

Feb. 1944 Carrier task forces hit Jap base at Truk in two-day attack, bagging 23 ships, 201 planes. Raid, said Admiral Nimitz, was "return visit" for Jap fleet's Pearl Harbor one, 7 Dec. 1941. "Partial settlement of debt" included this enemy cruiser.

March 1944 Sweeping Palau, Woleai and Yap on successive days, Task Force 58 destroyed 160 Jap planes, sank or damaged every ship anchored there (33 in all). Above: divebombers hover overhead as task force leaves Palau for its next blow.


May 1944 In their first combined operation, carrier forces from three Allied commands raided Jap base at Soerabaja, left Japs' only oil refinery on Java in flames (above). Same month saw heavy raids on Marcus and Wake, and landing on Biak Island.
the Navy's Third Year of the War

June 1944 Invasion of western Europe began as Army, borne in record armada of 4,000 ships, thousands of smaller craft, and supported by naval bombardment, landed on Normandy beaches. Week later Pacific forces invaded Marianas, routed Jap fleet.

July 1944 Following conquest of Saipan, and Navy's destruction of 402 Jap planes in one day, U.S. forces landed on Guam to reconquer first American territory taken by the Japs. Above: warships off Guam move into position to bombard island.

Aug. 1944 With Nazis still reeling from the successful breaching of Atlantic Wall, a second armada appeared off southern France to land invasion forces on Riviera coast. Above, invasion transports pour in supplies past abandoned Nazi pillbox.

Sept. 1944 In move that isolated Japs in the Carolines, making their Truk base "next to useless," Pacific forces invaded Palaus, east of Philippines. Above: first waves at Angaur. On same day Southwest Pacific forces were landing on Morotai.

Oct. 1944 Long-awaited showdown with the Jap Fleet followed our invasion of the Philippines. In utter rout, Japs had some 58 of 60 ships sunk or damaged, lost 2 BBs and 4 CVs. Above, Jap heavy cruiser is hit by Navy divebomber.

Nov. 1944 Uninterrupted supply and reinforcement of our Philippine forces followed shattering defeat of Jap fleets. PT boats, above, patrol Leyte Gulf as Jap aircraft hammer at supply ships amid storm of ack-ack fire.
SUPERDREADNAUGHTS: 45,000-tonners Missouri (above) and Wisconsin were commissioned in 1944, to join Iowa and New Jersey, already in action. These 880-foot BBs pack 9 16-inchers, over 120 AAs.

JATO LEAPS, or jet-assisted take-offs, reduce take-off runs 33 to 60%, make possible heavier bombloads, use of small airstrips, quick getaway from limited lagoon area or crowded flight deck.

MERCY PLANES: Evacuating wounded by air was born under stress at Guadalcanal, came of age in 1944 when hundreds were flown to the U.S. in NATS Skymasters. Planes took 1,400 men off Tinian.

FLOATING HIGHWAYS: Powered by twin outboard motors, a Rhino Ferry loaded with men and supplies heads for an Allied-held beach. These self-propelled pontoons were anchored in Normandy invasion to serve as ship-to-shore roadways. Other developments included flight decks on LSTs for spotter planes.
News on 1944's Fighting Fronts

ROCKET-FIRING LCIs made their debut in 1944. Here one of them blasts enemy position on Leyte. Rockets were also used on other landing craft and on Navy aircraft during the past year.

SUPER-DESTROYERS: So powerful that in the last war they would have been classed as cruisers, the new 2,200-ton Allen M. Sumner class of DDs joined the fleet this year. This is first picture released.

MULBERRIES: Towed across the Channel and set up off Normandy, prefabricated "portable ports" helped to make possible the liberation of western Europe.

HELDIVERS: The Navy disclosed that its slashing new divebomber, SB2C, long in developmental stage, had gone into action. Tested in late '43 Rabaul raid, it has seen heavy service on carriers this year.

JUMBOS: Biggest amphib vessel, 450-ft. LSD (Landing Ship, Dock), played big role in 1944 invasions. Another newcomer was LSM (Landing Ship, Medium)
Chronology of Events on

November 1943

21: U.S. Marines and Army expand their footholds on Tarawa and Makin.
22-26: Roosevelt, Churchill, Chiang confer at Cairo.
27: Conquest of Gilberts completed.
28: U.S. bombers hit Formosa. British cross Sangro River in Nazi winter line in Italy.
28: Roosevelt, Churchill, Stalin begin conference in Moscow.

December

1-9: Chinese supported by U.S. planes bomb Chongqing, Hankow.
10: Nazi planes raid Bari, Italy, destroying 17 Allied ships.
11: U.S. carrier task force hits Kwailein, Wotje.
14: RAP attacks Suda Bay, Crete.
15: Allies drop 400 tons on New Britain.
16: U.S. troops invade Arawe, New Britain.
17: 5th Army takes San Pietro, Italy.
18: Allied bombers hit Bremen, Frankfort.
19: Gen. Eisenhower named to head European invasion forces.
20: U.S. British ships land in France.
21: RAP bombs rail lines in Soviet Union.
22: British Home Fleet modernized.
23: U.S. 5th Army takes Ortona.
24: Allied forces land in Salerno defense line west of Naples.
25: Allies bomb rail lines in Italy.
26: Allied ships sink three Nazi destroyers and a blockade runner in the Mediterranean.
27: Allied ships sink three Nazi destroyers.
28: U.S. 5th Army takes Ortona.
29: Allied forces land in Salerno defense line west of Naples.
30: Final Allied raid of 1943 sets record total of 11,000 tons of bombs dropped on Europe in one month.

January 1944

1: Allied land on lip line in Salerno, New Guinea.
5-6: Fuehrer visits pontoon bridge over Rhine at Stettin.
7: Soviet forces take San Vittore, Italy.
7-8: Soviet forces take San Giorio, Italy.
8: Allies take Maungdaw, Burma. U.S. forces bomb German fighter assembly plants, shoot down 152 Nazi planes, bomb 60 bombers.
9: Russians take Saray, Poland.
14: Allied planes fly 1,100 sorties against Italy.
16: Allied planes sink or damage eight Italian ships in harbor at Salerno.
25: Allied planes destroy 335 Axis airfields.
26: Allies land in Anzio-Nettuno area south of Rome.
24: Army nurses bomb 4 Marshall Island atolls.
25: U.S. controls enter outskirts of Cassino, Italy.
27: Army-Venice reveals Axis planes drop 6,900 tons of bombs on Nazi Europe in 24 hours.
28: RAP loses 52 bombers while dropping 2,800 tons of bombs on Berlin. U.S. destroyers shell Pforitzh.

February

3: U.S. fighters shell Paramushiro.
7: Jap resistance ends on Kwailein.
8: U.S. airfields set Pacific war aims at Cairo.
9: Navy announces use Ranger, "sunk" by Nazis 10 months ago, since destroyed 46,000 tons of German shipping.
10: Jap warships withdraw from Rabaul.
12: U.S. forces occupy Umbilo Island.
14: Allies occupy Guadalcanal. Allies occupy Guadalcanal.
26: Allied aircraft sink 15 ships in Japanese convoy from Truk.
17: Strong Navy task forces attack Truk.
17: Red Army "liquidates" 10 Nazi divisions trapped in Ukraine, U.S. forces land on Olenivka, Army enters German prison camp at Olenivka. Allied warplanes sink in European waters—1,600 lost.
25: Allied planes sink 650 places in Poland.
29: U.S. troops seize Admiralty Islands.

March

3, 10, 14: U.S. bombers blast railroad yards in Rome area.
5: Red Army begins Ukraine drive.
6: British land at Yalpia Plantation, near Salerno.
6: Allies make heaviest daylight bombing raid on Berlin.
10: U.S. Liberators bomb Kowloon docks at Hong Kong.
11: U.S. Marauders hit Florence railway yards for first time.
12: U.S. troops land on Tinian Island.
13: Allies make first attempt to land on Tinian Island.
14: Red Army closes trap on Nazi divisions in Ukraine, killing 10,000 captured prisoners.
16: Army Liberator dubbing cabin at Kharkov, Kurlia, 500 miles from Salerno, Army funny talks shot down, July 31, 1943, by "friendly" and ground guns.
17: U.S. planes land troops behind Axis lines in Northern Burma, U.S. troops raid Vienna for first time.
18: Allies' battleships, carrier planes bomb Brindisi.
19: Red Army captures 40 planes in Romania.
26: Japs invade India from Burma.
27: U.S. and British planes drop 6,000 tons of bombs on Nazi Europe in 24 hours.
27: RAP loses 52 bombers while dropping 2,800 tons of bombs on Berlin.

British Official photograph


April

1-20: U.S. British bombers from Britain and Italy continue round-the-clock raids on Nazi Europe with 4,000 planes in some attacks.
2: Red Army enters Rumania.
3: Allied bombers destroy 35 Jap planes in Hollandia in week. British announced carrier planes have set adrift Nazi battleship Tirpitz.
5: More than 250 Allied planes attack Hollandia.
6-8: Allied planes bomb Waale Island for first time.
14: Japs start new drive in New Guinea Province.
30: Allied planes bomb Rabaul for 16th straight day.
19: Carrier planes from Allied naval force raid Sumatra.
24: U.S. reveals its troops occupied Shemya Island, Aleutians, 10 months ago.
27: Allies complete Hollandia conquest.
30: U.S. warships, planes blast Wake Island.

May

1: U.S. task force completes three-day battle of Tarawa, Saipan, Ponape.
1-3, 6, 9-10, 11, 18, 19: Air force, U.S. bombers drop thousands of tons of bombs on Nazi Europe's synthetic oil plants, rail yards, industry.
3: Russian warships, planes sink 11 Nazi ships off Sevastopol bringing total to 130 in 20 days.
5: RAP divebombers breach Pescara dam.
6: Army, Navy land-based bombers hit Guiana.
9: Red Army takes Sevastopol.
12: Chinese begin drive to Northern Burma.
11: Allies open Central European offensive.
12: Stuka bombers use rockets guns in Rabaul raid.
16: U.S. troops pursue Nazis fleeing up Tyrrhenian coast, Italy.
All Fronts During Our Third War Year

JUNE

1: U. S. troops reach Velletri and Valmondo, Italy.
2: Army land on Biak Island.
3: Allied bombers sink four Jap destroyers off Biak.
4: U. S. Army takes Torraccia, Italy.
6: Allies land on Blak Island.
7: Chinese capture Foshan, Manchuria.
8: Yanks cut across Cherbourg peninsula.
10: Allied-bombers raid Saipan.
11: Allies land on Biak Island.
12: Russian planes attack Bonin, Volcanoes.
13: Allies land on Biak Island.
14: Allied carrier force raids Saipan.
15: Chinese capture Kamaing.
16: U.S. Army takes Polotzk.
17: British take Ukrl. India. U. S. forces take Garasan, capital of Saipan.
20: Allied planes drop 153 tons of bombs on Yaku.
21: Yanks take Avranches.
22: Allied troops take Velletri and Valmondo, Italy.
23: Cassino falls to Allies.

JULY

1: Yanks land on Noormoor Island.
2: Pacific Fleet carrier force raids Bonin, Volcanoes.
3: Russians capture Minsk.
4: Red Army takes Kassy.
6: Allied carrier force raids Saipan.
8: Yanks cut off Brittany.
10: Allied planes drop 70,000 incendiary bombs on Kiel, Stettin.
11: Allied carrier force raid Saipan.
12: Americans capture Charabacan, Manchuria.
13: Allied bombers practically neutralize Hahalmaider airfields.
15: British reach east Prussian border. Japs pushed out of Eastern India. RAF drops 70,000 incendiary bombs on Kiel, Stettin.
16: Red Army takes Jassy, 30 other places in Bessarabia.
17: Red Army takes Bucharest.
18: Allied troops take Fano, Italy.
19: British break through at east end of Normandy peninsula. Premier Tojo of Japan is "relieved" of his job. More than 8,000 U. S. planes attack robot bases.
20: Americans take Rennes, Brittany.
21: Allied planes drop 153 tons of bombs on Yaku.
22: British and Dutch land on Biak Island.
24: B-29s raid Saipan.
25: Allied troops take Fano, Italy.
26: Allied carrier force lands on Biak Island.
27: Allied troops take Fano, Italy.
28: Russians attack Tres-Jitlovsk.
29: Liberators bomb Truk.
30: Allies land on Biak Island.
31: Yanks take Avranches.

AUGUST

1: Russians reach Baltic. American flag raised over Tiran.
2: Russian planes land on Biak Island.
3: British take Russia.
5: Allied carrier force lands on Biak Island.
6: Allied carrier force lands on Biak Island.
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29: Allied carrier force lands on Biak Island.
30: Allied carrier force lands on Biak Island.
31: Allied carrier force lands on Biak Island.

SEPTEMBER

1: U. S. carrier planes land on Biak Island.
3: Allied planes sink or damage 49 Jap ships.
4: Liberators hit Marcus Island for first time.
5: Liberators bomb Marcus Island.
6: Liberators bomb Marcus Island.
7: Liberators bomb Marcus Island.
8: Liberators bomb Marcus Island.
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28: Liberators bomb Marcus Island.
29: Liberators bomb Marcus Island.
30: Liberators bomb Marcus Island.
31: Liberators bomb Marcus Island.

October: Yanks breached Siegfried line.
14-15: Allied bombers drop 10,000 tons in Dubrovnik, Croatia. British troops occupy Athens.
16: British, American, and Italian troops land in southern China.
16-19: MacArthur’s forces land in Philippines under cover of 7th Fleet as Yamamoto’s forces land in southern China.
20: Red Army takes Belgrade, Debrecen, and Belgrade.
23-30-5: Ships, planes of U.S. 3rd, 7th Fleets, and U.S. subs sink 24 Jap warships, seriously damaging many other warships in second Battle of Philippine
25: Fijis hit 9,000 Russians invade Norway, take Kirkjufel. 8th Army报刊erates.
26: Fijis hit 9,000 Russians invade Norway, take Kirkenes. 8th Army报刊erates.
30: President Franklin D. Roosevelt, Germany invaded.
31: England gets first daylight bombing in month.

OCTOBER
1: Canadian take Calais. U.S. 7th Army advances Segrifried Line.
2: Allied “secure” Angul, Pelusa, Nesse, Konquergo, Pola inside War-saw surrender to Nazis.
3-4: Allied bombers hit Balikpapan, Borneo. British延安aubs sink 37 Nazi ships.
5: U.S. 14th AAF destroys its base at Trenchak, China, before Japs enter city.
6: Red Air Force attacks Tripoli, Libya.
7: Japs land on coast of Fukien Province, China.
8: Red Army takes Shanghai.
15: British, American, and Italian troops land in southern China.
16-19: MacArthur’s forces land in Philippines under cover of 7th Fleet as Yamamoto’s forces land in southern China.
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30: President Franklin D. Roosevelt, Germany invaded.
31: England gets first daylight bombing in month.

U.S. and Japanese Naval Losses

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<td>Others</td>
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189 | 360 | 39 | 76 | 223 | 436

Figures are those announced in Navy Department communiques from 7 Dec. 1941 to 10 Nov. 1944. U.S. losses are for all theaters and include, under "sunk," nine ships destroyed to prevent capture; a destroyer, a submarine and seven other craft, and three submarines lost in circumstances other than combat (see p. 20). Japanese losses include some inflicted by Marine Corps and Army forces.
THE RETIREMENT PAY QUESTION

Here's Straight Dope on the Laws and Regulations on Retirement Pay and Pensions for Naval Personnel

WHAT'S the straight dope on retirement?

That question, in a variety of forms, is constantly directed at BuPers and Navy, Marine Corps and Coast Guard headquarters—from officers and enlisted personnel who have served long enough to anticipate retirement after the war, from reservists who are considering making the regular service their career and from personnel disabled in service.

The retirement question has thousands of answers, depending on individual service records and other circumstances and upon numerous federal statutes and Navy, Marine Corps and Coast Guard regulations affecting retirement. But there are general statements which cover most situations, and these are summarized below.

In general, the Navy and Marine Corps operate under the same retirement laws and their retirement regulations are the same in most cases. The Coast Guard operates with the Navy only in time of war or when the President so directs, and upon termination of the emergency it is scheduled to revert to the peacetime jurisdiction of the Treasury Department.

Coast Guard retirement laws and regulations are not identical with those of the Navy and Marine Corps, and Coast Guard retirement procedure is presented separately in this article.

While the naval retirement system functions along well-defined lines, it should be remembered that voluntary retirement is not always a right of an officer or enlisted person. In many instances it is discretionary with the President.

Once retired, an officer or enlisted man remains on the retired list, even if called back to active duty.

Retirement falls into two classes—officer and enlisted. Each of these, in turn, is divided into regular Navy and Naval Reserve or Marine Corps and Marine Reserve, as the case may be, and then into retirement for service or retirement for disability. For regular Navy or Marine Corps enlisted retirement, the Fleet Reserve or Fleet Marine Reserves is an interim stage, since a majority of regular Navy and Marine Corps enlisted men pass to the retired list from this Reserve.

Active duty service, as used for purposes of retirement and disability pay, includes generally any combination of regular and reserve service, commissioned or warrant or enlisted.

An officer or enlisted person entitled to retirement for service-connected physical disabilities may elect to accept retirement pay or pension from the Veterans Administration. Retired pay is the same, depending upon rank or rating and length of service, regardless of nature of disability. Pension or compensation from the Veterans Administration varies, depending on the nature of the disability.

Neither officer nor enlisted personnel under existing law may draw both retirement and disability pensions except that Public Law 314, 78th Congress, recently authorized persons of the regular Navy drawing reduced pay for military or naval service and eligible for pension or compensation from the Veterans Administration to accept the latter if they waive the equivalent in retired pay.

To prevent duplication of payments, the department with which such a waiver is filed will notify the Veterans Administration of the receipt of such waiver, the amount waived, and the effective date of the reduction in retired pay (the individual need take no action in connection with the waiver).

Under present rulings of the Bureau of Internal Revenue, retired pay for subject to Federal income tax whereas retired pay for disability incurred in the line of duty and Veterans Administration pensions are not.

The same laws and regulations for service-connected physical disability which apply to male officers and enlisted personnel of the Navy, Marine Corps and Coast Guard apply likewise to officers and enlisted personnel of the women's reserves of these three branches of the armed forces.

Since the women's reserves are but recently established and temporary, as now set up, there is no provision for retirement of women's reserve personnel for service. This situation probably would be changed should any or all of the women's reserves be made permanent by subsequent congressional legislation.

The Navy, Marine Corps and its own reserve operate under separate retirement laws, administered by the Bureau of Medicine and Surgery for all personnel in the Reserve. Retirement procedure for this branch of the service is, like that of the Coast Guard, presented separately.

COMMISSIONED AND WARRANT OFFICERS OF THE REGULAR NAVY AND MARINE CORPS

Under the laws, commissioned officers of the Marine Corps are retired in like manner and with the same relative conditions in all respects as provided for commissioned officers of the line of the Navy, and commissioned warrant and warrant officers of the Marine Corps under the same conditions as provided for regular officers of the Navy. Although the words "regular Navy" are used throughout, that which follows regarding retirement of naval officers is applicable also to officers of corresponding grades of the Marine Corps.

FOR SERVICE:

Upon his own application, submitted to SecNav via official channels, a line officer of the regular Navy may be retired with 20 years or more of active commissioned service. Approval of such applications is a discretionary matter with the President. Upon approval of the President, the officer is transferred to the retired

MUSTERING-OUT PAY

For most personnel not covered by the retirement and disability provisions outlined in this article, there is available, as provided for inactive duty or honorable discharge a sum of money commonly called "muster-out pay."

The muster-out pay law applies to those who leave the service on or after 7 Dec. 1941. The scale of payments follows:

To eligible veterans with less than 60 days' active service, $100.

Those with active service of 60 days or more but no service outside the continental limits of the United States or in Alaska, $300, payable in two monthly installments of $150 each.

Those with active service of 60 days or more and with service outside the continental limits of the United States or in Alaska, $300, payable in three equal monthly installments.

All personnel with the above service are eligible for the benefits of the muster-out-pay law except the following:

(1) Those who were not discharged under honorable conditions.

(2) Those who at the time of discharge or release from active duty are transferred or returned to the retired list, with retired pay, or to a status in which they receive retirement pay.

(3) Those discharged or released from active duty on their own request to accept employment who have not served outside the continental limits of the United States or in Alaska.

(4) Members of the armed forces whose total active service has been as a student of certain specialized or college training programs.

(5) Any member of the armed forces for any active service performed prior to date of discharge for the purpose of entering the U. S. Naval Academy, the U. S. Coast Guard Academy or the United States Military Academy.

(6) Those who have only service as a cadet at the U. S. Coast Guard Academy or as a midshipman at the U. S. Naval Academy or in a preparatory school after nomination as a principal, alternate, or candidate for admission to any such academy.

(7) Any officer, who at time of discharge or release from active duty, held a grade higher than that of captain in the Marine Corps Reserve, lieutenant in the Navy or Marine Corps Reserve or any captain or lieutenant with but 17 years' service for pay purposes.
list. His retired pay is 2½% of the total of his base pay and longevity at time of retirement multiplied by the number of years of service credited in the computation of his active duty pay. At this time, this particular form of retirement would be available only under most extraordinary circumstances.

Upon his own application, submitted to SecNav via official channels, an officer of the regular Navy, line or staff, including commissioned warrant and warrant officers, may be retired with 30 years active duty service. Approval of such applications is a discretionary matter with the President. Upon approval of the President, he is transferred to the retired list. Staff officers of the Navy (there are to staff officers in the Marine Corps) and chief warrant and warrant officers of the Navy and Marine Corps may not be entitled to apply for retirement for active duty service of less than 30 years.

An officer who is retired upon his own application after 40 years or more of active duty service is by law mandatory upon the President. This officer's retired pay is equal to 75% of the active duty pay of his permanent grade at time of retirement (i.e., 75% of base pay and 75% of longevity).

For purposes of 30- or 40-year retirement in the regular Navy active duty as an officer or enlisted man in the Army, Navy, Marine Corps, Coast Guard and their reserves constitutes only 50% of the entire pay of an officer who is retired with one year's service in the regular Navy who served in any capacity as a member of the military or naval forces of the U.S. prior to 12 Nov. 1918 and is entitled to retired pay of a higher grade, be 75% of his active duty pay at time of retirement (i.e., 75% of base pay and 75% of longevity).

Regular officers who are found to be incapacitated for service by reason of disability not the result of an incident of the service are wholly retired with one year's pay, or if the disability is not the result of their own misconduct, may instead be placed on the retired list with 50% of their active duty pay (i.e., 50% of base pay and 60% of longevity), if the President so determines. The law for one year's pay and 50% of pay do not apply to the Naval Reserve or Marine Corps Reserve.

The table for retirement of officers for physical disability follows:

(1) Examine by a board of medical survey, board recommends appointment before a retiring board; (2) Report of the board of survey; (3) If recommended by the Surgeon General for appropriate recommend.

### RETIRED PAY FOR COMMISSIONED AND WARRANT OFFICERS of the Regular Navy and Marine Corps and Their Reserves

#### TYPE OF RETIREMENT

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</table>

* Exempt; $151.81; Lt. (jg) over 16 yrs. = $172.95; Lieut. over 17 yrs. = $234.36; Lt. Comdr. over 23 yrs. = $295.31.
mandation and then is forwarded to BuPers or Marine Corps where (3) BuPers mendation and then is forwarded to the month following the President's action. Ordered becomes effective on the first day of this phase of retirement has been advancing on the Navy Department or the President, when so promoted, they are advancing on the retired list. However, when so advanced, they are advancing on the retired list. The report of a board of medical survey, it should be noted, merely represents an expression of the opinion of the Surgeon General, and anything is submitted to the Secretary of the Navy for final action. A member of the retired list who is a full lieutenant or captain, rises to the honorary retired list. If after retirement, a former officer is appointed to any office or position of profit or trust in the federal government, he is required to resign from the retired list. Retirement for failure of selection is determined by retiring board proceedings. When selected status revert to enlisted status again, and subsequently disabled in line of duty while on active duty, are entitled to receive the benefits of retired pay and hospital benefits as of pay prescribed for enlisted men of the regular Navy in corresponding grades. This means one-half the rates for active duty, and one-half of the above Fleet Reserve and retirement rates.)

**FLEET RESERVE, RETIRED ENLISTED PAY TABLES**

(For members of the Fleet Reserve and enlisted personnel retired after 30 years of service, when on inactive list.)

The following tables are based on the Pay Readjustment Act of 1942, the provisions of which are explained in detail in the accompanying article.

The totals below were arrived at in each case by adding the percentage of base pay paid for each class of the Fleet Reserve, and the specified amount of longevity pay allowed. Time spent in the inactive Fleet Reserve does not increase the longevity credit upon transfer to the retired list.

**FLEET RESERVE [F-3 AND 4-C], 16-YEAR CLASS**

Following totals include 1/4 base pay with all longevity:

<table>
<thead>
<tr>
<th>Pay Grade</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-15 yrs (30%)</td>
<td>73.60</td>
<td>67.30</td>
<td>60.80</td>
<td>55.40</td>
<td>50.90</td>
<td>46.40</td>
<td>41.90</td>
</tr>
<tr>
<td>16-18 yrs (32%)</td>
<td>76.80</td>
<td>70.50</td>
<td>64.00</td>
<td>58.50</td>
<td>53.00</td>
<td>48.50</td>
<td>44.00</td>
</tr>
<tr>
<td>19-21 yrs (34%)</td>
<td>80.00</td>
<td>73.70</td>
<td>67.20</td>
<td>61.70</td>
<td>56.20</td>
<td>51.70</td>
<td>47.20</td>
</tr>
<tr>
<td>22-24 yrs (36%)</td>
<td>83.20</td>
<td>76.90</td>
<td>70.40</td>
<td>64.90</td>
<td>59.40</td>
<td>54.90</td>
<td>50.40</td>
</tr>
<tr>
<td>25-30 yrs (35%)</td>
<td>85.60</td>
<td>79.30</td>
<td>72.80</td>
<td>67.30</td>
<td>61.80</td>
<td>56.30</td>
<td>51.80</td>
</tr>
<tr>
<td>30 &amp; over (50%)</td>
<td>88.00</td>
<td>81.70</td>
<td>75.20</td>
<td>69.70</td>
<td>64.20</td>
<td>58.70</td>
<td>54.20</td>
</tr>
</tbody>
</table>

Add 10% if credited with extraordinary heroism or if conduct marks for 20 years over 95%. DO NOT add if credited with both.

(For enlisted personnel, the 30 years and over longevity pay range is included because a Fleet Reserve may have 30 years' active duty service credited toward a certain rank. It is then Hak a transfer to the Fleet Reserve, which does not entitle him to receive the benefits of 30-year retirement at 3/4 base pay and 75% of longevity.)

**FLEET RESERVE [F-5], NEW 20-YEAR CLASS**

One-half base pay, only, as Fleet Reserve:

<table>
<thead>
<tr>
<th>Pay Grade</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-4 yrs (30%)</td>
<td>110.40</td>
<td>104.10</td>
<td>97.80</td>
<td>91.50</td>
<td>85.20</td>
<td>78.90</td>
<td>72.60</td>
</tr>
<tr>
<td>5-11 yrs (32%)</td>
<td>113.60</td>
<td>107.30</td>
<td>101.00</td>
<td>94.70</td>
<td>88.40</td>
<td>82.10</td>
<td>75.80</td>
</tr>
<tr>
<td>12-18 yrs (34%)</td>
<td>116.80</td>
<td>110.50</td>
<td>104.20</td>
<td>97.90</td>
<td>91.60</td>
<td>85.30</td>
<td>79.00</td>
</tr>
<tr>
<td>19-24 yrs (35%)</td>
<td>120.00</td>
<td>113.70</td>
<td>107.40</td>
<td>101.10</td>
<td>94.80</td>
<td>88.50</td>
<td>82.20</td>
</tr>
<tr>
<td>25-30 yrs (35%)</td>
<td>123.20</td>
<td>116.90</td>
<td>110.60</td>
<td>104.30</td>
<td>98.00</td>
<td>91.70</td>
<td>85.40</td>
</tr>
<tr>
<td>30 &amp; over (50%)</td>
<td>125.60</td>
<td>119.30</td>
<td>113.00</td>
<td>106.70</td>
<td>100.40</td>
<td>94.10</td>
<td>87.80</td>
</tr>
</tbody>
</table>

Add all longevity upon completion of 30 years. Longevity, based on length of active service, makes the same as those given in table immediately above, except that pay does not accrue to Class F-5 for extra longevity or 90% marks in conduct.

**RETIRED LIST—30 YEARS OR MORE ACTIVE DUTY SERVICE**

Three-fours base pay plus 3/4 longevity:

<table>
<thead>
<tr>
<th>Pay Grade</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-4 yrs (30%)</td>
<td>153.00</td>
<td>146.70</td>
<td>140.40</td>
<td>134.10</td>
<td>127.80</td>
<td>121.50</td>
<td>115.20</td>
</tr>
<tr>
<td>5-8 yrs (32%)</td>
<td>156.80</td>
<td>150.50</td>
<td>144.20</td>
<td>137.90</td>
<td>131.60</td>
<td>125.30</td>
<td>119.00</td>
</tr>
<tr>
<td>9-12 yrs (34%)</td>
<td>160.60</td>
<td>154.30</td>
<td>148.00</td>
<td>141.70</td>
<td>135.40</td>
<td>129.10</td>
<td>122.80</td>
</tr>
<tr>
<td>13-16 yrs (35%)</td>
<td>164.40</td>
<td>158.10</td>
<td>151.80</td>
<td>145.50</td>
<td>139.20</td>
<td>132.90</td>
<td>126.60</td>
</tr>
<tr>
<td>17-20 yrs (40%)</td>
<td>168.20</td>
<td>161.90</td>
<td>155.60</td>
<td>149.30</td>
<td>143.00</td>
<td>136.70</td>
<td>130.40</td>
</tr>
<tr>
<td>21-24 yrs (45%)</td>
<td>172.00</td>
<td>165.70</td>
<td>159.40</td>
<td>153.10</td>
<td>146.80</td>
<td>140.50</td>
<td>134.20</td>
</tr>
<tr>
<td>25-30 yrs (45%)</td>
<td>175.80</td>
<td>169.50</td>
<td>163.20</td>
<td>156.90</td>
<td>150.60</td>
<td>144.30</td>
<td>138.00</td>
</tr>
<tr>
<td>30 &amp; over (50%)</td>
<td>180.00</td>
<td>173.80</td>
<td>167.50</td>
<td>161.20</td>
<td>154.90</td>
<td>148.60</td>
<td>142.30</td>
</tr>
</tbody>
</table>

(Note: In the above table, the 25 to 30-year longevity pay range is included because a man may have 30 years' active duty service credited for retirement purposes but NOT for pay purposes (i.e., discharge prior to expiration of enlistment, of minority enlistment counting as full enlistment). The rates of pay of enlisted men of the regular force of the Navy (Philippines and Guam) are one-half the rates of pay prescribed for enlisted men of the regular Navy in corresponding grades. This means one-half the rates for active duty, and one-half of the above Fleet Reserve and retirement rates.)

**OFFICERS OF THE NAVAL RESERVE AND MARINE CORPS RESERVE**

**FOR SERVICE**

Officers of the Naval and Marine Corps Reserve are eligible for transfer to the honorary retired list at 95% of their active duty pay (i.e., 30% of base pay and 50% of longevity) if they have performed a total of not less than 30 years' service in the various branches of the armed forces, or have had not less than 20 years' service in such service, the last 10 of which shall have been performed during the 11 years immediately preceding their transfer to the honorary retired list.

It must be emphasized that reserve officers attain retirement pay with pay for service in the regular Navy, whether they are transferred to the regular reserve or returned to inactive duty after several years. Peacetime active duty for reserve officers always is governed by available congressional appropriations for this purpose, and these appropriations seldom allow for more than 10 years' active duty for reserve officers on active duty. For reserve officers who are ineligible for retirement pay, but who request retirement from the Naval Reserve or Marine Corps Reserve, they may receive the same pay, and in lieu of line of duty status revert to enlisted status again, and subsequently disabled in line of duty while on active duty, are entitled to receive the benefits of retired pay and hospital benefits as of pay prescribed for enlisted men of the regular Navy in corresponding grades. This means one-half the rates for active duty, and one-half of the above Fleet Reserve and retirement rates.)

Naval and Marine Corps Reserve officers who have been specially commended by SecNav (or the Secretary of War) for their performance of duty while serving under a temporary appointment in actual combat with the enemy, when placed upon the honorary retired list, are advanced to the next higher grade.

**FOR DISABILITY:**

Personnel of the Naval and Marine Corps Reserve eligible for retirement by reason of disability since 8 Sept. 1933 for extended service in excess of 30 days, who suffer disability in line of duty while so serving, are entitled to receive the same pensions, compensation, retirement pay and hospital benefits as provided by law or regulation for personnel of corresponding grades and similar length of service of the regular Navy or Marine Corps.

As previously explained, if they are eligible for retirement for service-connected disability and who have been specially commended by SecNav or the Secretary of War, they may receive the same pay as members of the regular Navy, Naval Reserve, Marine Corps, and Marine Corps Reserve. They are much more comprehensive than those affecting officer personnel and require

(Continued on Page 66)

Page 33
USO-Camp Shows, Inc., Takes Bits of Broadway and Hollywood to Servicemen in All Parts of the World

Broadway and Hollywood have moved into the foxholes and advance bases of the world's battlefronts.

Leading personalities of stage, screen and radio—and hundreds of lesser lights from Broadway and Hollywood Boulevard—have traveled by sea and air to remote parts of the world to entertain large and enthusiastic service audiences.

Bob Hope recently completed a tour of the South Pacific during which he and his troupe gave 28 performances in 10 days (including travel time) before 180,000 sailors, soldiers and marines. He later wrote: “We did our first show in a coconut grove and when Frances Langford and Jerry Colonna came on, the boys applauded so hard you could hear the coconuts falling for miles... Somebody told me the Jap stragglers on Guadalcanal used to sneak in at night and watch the shows from the trees.”

From Guadalcanal, where it rains 175 inches a year, one feminine star reported: “They (the soldiers and sailors) would sit in rain so dense that we could hardly see them... They cheered each of us for at least five minutes at every appearance. Though the show was one and a half hours long, they’d cheer and beg for more.”

When Paulette Goddard visited servicemen in India, a lottery was held to see who would pilot her plane, thereby settling a dispute which raged from one side of the Himalayas to the other.

In North Africa servicemen howled with amazement to discover that Jack Benny could really play a violin.

“Geeze,” said one soldier. “I didn’t think he could do it.”

“Aw, he ain’t so hot,” said another.

“Maybe he can play a fiddle, but when (Carolee) Landis fainted when he kissed her—dat was faked!”

As an exit piece to her act, Miss Landis would invite any serviceman to come up to the platform and jitterbug with her. There was no lack of volunteers, and things got so out of hand she was finally forced to limit her invitations to four. Even then she was all but exhausted when the show was over.

USO-Camp Shows, Inc., a nonprofit organization, is responsible for this morale-boosting entertainment, with the Navy Department, through its Special Services Division of the Bureau of Navy Welfare Activity, and the War Department, through its Entertainment Section of Special Services, cooperating in a thousand and one ways.

Big-time performers, or the movie studios to which they are under contract, donate their services. Those who can’t afford to work for free are paid small salaries by USO-Camp Shows, Inc., which also meets personal expenses of the entertainers, from a share of the National War Fund collected annually by voluntary home-front subscriptions to support various wartime relief and welfare activities. Transportation, quarters and rations for the touring troupes are provided by the Army and Navy.

USO-Camp Shows, Inc., was set up 22 October 1941 as a central booking agency to secure and handle entertainment for American servicemen both within the U.S. and abroad. In the next 32 months, nearly 125,000 performances before 71½ million men in the services were given. In addition, 265 major screen, stage and radio personalities had made thousands of personal appearances in the course of 131 independent tours.

In the last three months of that period more than 46,000 performances were given before almost 25 million servicemen. Of this number it is conservatively estimated that 10,880,000 servicemen attended 21,760 of these performances given at overseas bases.

USO-Camp Shows, Inc., is a branch of United Service Organizations, created at the outset of the war to provide entertainment for American fighting men and to correlate and cooperate.
with various other organizations founded with similar aims.

At first, three circuits—the Red, White and Blue, copied after the old-time vaudeville circuits—were organized to route entertainers to military establishments. Later the Red and White were combined into the Victory circuit, the Blue was retained intact and the Foxhole circuit, for front-line duty, and the Hospital circuit were created to meet the growing demand.

The Victory circuit, which covers all major military establishments within the continental limits of the U. S., is toured mainly by variety shows, with acts ranging from trained seals and acrobats to the ever-popular girl singer and/or dancer. Acts playing this circuit appear before activities having a complement of 1,500 or more men.

The Blue circuit units are nicknamed the “tabloid troupes” because of their small number of personnel. Troupes booked for this circuit are generally composed of from three to six entertainers, to play before audiences of 1,500 within the U. S.

Troupes booked for the Hospital circuit are picked to play in naval hospitals and Army hospitals having a preponderance of wounded men, both within the U. S. and overseas. The acts are so put together that the entire unit can play in auditoriums or be broken up into smaller parts to play in hospital wards. In September there were 12 shows playing this circuit, covering 29 hospitals. These units shortly will be increased to 22.

Started in April as an experiment and meeting with such outstanding success that it has been made permanent is a hospital sketching program. A number of well-known artists have been contracted to tour Army and Navy hospitals and make sketches of wounded and sick men. The artists give the original completed sketches and photostatic negatives to the patients. The program will be expanded.

One-night stands—the famous spot shows—are also arranged by USO-Camp Shows, mainly for presentation in the New York, Chicago and California newspapers. Here “name bands,” stage and screen stars are available for short tours on short notice.

The Foxhole circuit, most popular of all with both entertainers and servicemen, includes all troupes going overseas—to perform in the Persian Gulf Command, on the sands of Gallipides, on the rocks of Ascension Island, on the atolls of the Pacific in Labrador and Greenland or wherever Americans need them. One unit played on the island of Pantelleria within 10 days after the landing of American forces there. Three units played in Sicily as soon as combat conditions made assembly of men practical.

Included in the Foxhole circuit are three-man teams which actually go right up into the front lines to give battle-weary men a few hours of relaxation. Some of these small teams have performed within range of artillery fire on the European front.

These tours by entertainment personalities are no more pleasure jaunts. They are good hard work. Forty-minute shows grow into hour or hour and a half hours because of the enthusiastic demands of servicemen. And the old vaudeville days of three shows including matinee are a thing of the past for many of these entertainers now on the battlefronts. While only two or three shows a day are recommended by USO-Camp Shows, entertainers are sometimes called upon to give eight or even ten. Some have worked so hard and for such long hours that doctors ordered them to bed for a long rest on their return.

The entertainers sleep in tents, on the ground, in Nissen huts—any place that is available. Their dressing rooms are mostly tents, sometimes a large van. Stages are hastily constructed, rough platforms. Sometimes the trouper is only the ground to work on. Patty Thomas, pretty dancing star who wowed ’em on a South Pacific tour, performed to a mile-long audience using a beached LST for gallery space (see picture above).

The entertainers also face many dangers, including enemy action. Seven have been killed, many more injured.

Tamara, a widely known singer, and Roy Rognan, a dancer, were killed when a plane loaded with stars crashed in Lisbon harbor 26 February 1943. Jane Froman was badly hurt in this accident. Grace Drysdale, a puppeteer, suffered a broken leg in the crash, but recovered and has been entertaining soldiers and sailors in the ETO ever since. She has been overseas continuously since 19 February 1943. Jeanne Lorraine, wife of Mr. Rognan, was hurt in the same crash. After her recovery she went alone to Europe and appeared before GIs.

Several performers were wounded by rocket bombs in London. Martha Raye lost most of her clothes in a
Judy Manners is escorted to stage of a U. S. warship headed overseas.

hotel bombing in North Africa. Fortunately, she was away at the time.

In New Guinea, guards could hear a show but not see it. They were stationed some distance away from the audience to keep out straggling Japs. Before the Germans were driven out of North Africa, one unit which played in the combat area had to beat a hasty retreat because the car in which it was riding had taken the wrong road and got between the lines.

A commanding officer in the Southwest Pacific reported: “The boys (in the troupe) were a godsend to the troops in the northern territory and in New Guinea. The day of their arrival we had a particularly bad air raid and the boys fell into a new pit we were digging, which was 12 feet deep, and one of the boys hurt his leg. Other than that, there were no casualties. There were two 500-pound bombs dropped within 50 feet of their trench, ... which shook them up considerably... but they went on that night as if nothing had happened.”

In spite of the dangers, the long hours and hard work, numerous performers go overseas time after time. Myles Bell and his wife, Nan Bedini, a comedy team, have made nine trips.

The time a troupe spends overseas varies. Entertainers are generally signed up for six months, but many remain out much longer. One four-man team has been overseas—in the Middle East, Persian Gulf and China-Burma-India areas—since 4 Sept. 1943.

What do servicemen like best in the way of entertainment?

Tastes vary from the classical to puppet shows; so all kinds of acts are sent out. However, variety shows get the greatest applause. Such shows generally include several girl singers and dancers, perhaps a magician or an acrobat, a comedy team, etc.

Another kind of unit is composed of five or six actresses who encourage participation of military personnel in entertainment programs where time and conditions permit. Generally men overseas and in this country as well are far too busy for rehearsals. However, a number of plays and other programs, have been developed, including quiz shows and game shows, which call for sailor and soldier participation but require only a few minutes of instruction and rehearsal. The girls in these troupes assist in arranging the programs and furnish the feminine touch.

There are several concert units on tour, several Negro units, including a condensed version of George Gershwin's "Porgy and Bess," some sports units, several legitimate plays and condensed musical comedies.

"Fall Season May See More Legits on War-fronts Than On B'Way," said a recent headline in Variety. "Barretts of Wimpole Street," with Katherine Cornell and Brian Aherne, both of the original cast, was playing in Naples in August. Several companies presenting the Broadway hit, "Over 21," are in Europe. Others which will make tours in the near future or which have already left for overseas include "Nothing But the Truth," "3 Men on a Horse," "Blithe Spirit and Summer Miss" and "The Male Animal." Overseas editions of the musical comedies "Oklahoma" and "Mexican Hayride" are being readied.

There is also a steady and surprising demand for concert entertainment. Such performers as Grace Moore, Lanmarie Tibbett, Bida Payo, Jose Iturbi, Lily Pons, Jascha Heifetz and others are enthusiastically received.

The typical American girl, whether a dancer, singer or just a stage assistant, always brings an instantaneous response. To men overseas the sight of an American girl is a tremendous morale builder, rating just after Chow and mail. Girls are included in show units wherever possible.

The effect of these shows on fighting men is something that cannot be expressed by mere words. The response to a pretty girl, a lively song and a pair of shapely legs is overwhelming and men who have known only the fatigue of war never get over their surprise when they are硬件 out of it. One general hesitated a long time before bringing girls into a South Pacific area. Now he is thoroughly sold on the idea as a morale builder.

Although some servicemen, especially in isolated localities where there are few women, have not had USO entertainment, USO-Camp Shows units have visited all war areas. Some time prior to 1 October a unit played Saipan. Units have already given shows in Holland and Belgium. A unit played Saipan shortly after it was taken.

BuPers has officially stated of the program: "The figures indicating the vast number of activities in the United States and overseas visited by USO-Camp Shows artists and the millions of men entertained under exacting wartime conditions do not reflect the amount of pleasure brought to the men and women of the Navy, Marine Corps and Coast Guard. USO-Camp Shows, Inc., is commended for its splendid contribution to the welfare of the naval service."

Recently established in New York City to work with the Army and USO-Camp Shows in the general program and to aid in securing other entertainment for Navy men is a Navy Liasion office, representing the Social Services Division of the BuPers Wel-
News of arrival of American girls in USO-Camp Shows unit brought this crowd to Marine base in South Pacific.

fare Activity. Navy field officers are also cooperating to see that all hands are provided with as much entertainment as it is possible to give.

The War and Navy Departments and USO-Camp Shows officials audition all units before they are sent out. Within the U. S., welfare and recreation officers, after the appearance of a show, file reports with USO-Camp Shows and the War and Navy Departments on the weather, attendance, quality of the acts, audience reaction and behavior of troupe personnel. Few complaints are ever received.

The program is expected to expand, even after the fall of Germany and the lessening of operations in the ETO. Occupation troops in Europe will need entertainment from home more than ever before. In the Pacific, our vastly expanding operations will increase the already heavy demands for entertainment in that war area.

What such entertainment can mean to men going into battle has been told by a chaplain in a letter to a friend:

"It happened at Dutch Harbor while the then-impending attack on Attu was in the making. . . Picture a huge ship . . . tied to a dock. The wind is blowing cold off Mt. Ballyhoo. . . It will soon be time to sail, and meantime, no one is permitted off the ship . . . they stand around, waiting . . . By happy coincidence, there are two traveling units of USO-Camp Shows in Dutch Harbor at that particular moment. . . Since the men cannot come ashore to a show, then the show will come to the men. And in almost less time than it takes to tell it, an improvised stage is erected on the dock immediately in front of the ship, a loud speaker is hooked up to a microphone and the show is on!

". . . Every available inch of space aboard that ship was crowded . . . They were lined several deep along the rail; they sat in the lifeboats and on the life rafts. I don't believe that any trouper ever played to a more appreciative audience . . ."

"The show proceeded: songs, instrumental solos, dances, jokes, imitations. . . Tugs were bustling about the ship and were nudging her out into the stream. Her nose was already turning. The girl at the mike sang song after song. Then she began, softly and warmly, to sing 'Aloha.' The voices of the men, joined with hers, drifted back across Dutch Harbor. The ship had turned; only her stern showed to us ashore. But we could hear the men singing as they sailed for Attu."
SIR: The officers and men of the US Chetco have read with interest the story of the USS Choctaw’s towing feat described in the July issue of your magazine, p. 19. A job well done. However, we all feel that the 24-day trip of the Choctaw is just an overnight trip as compared to a cruise we completed a few months ago. A report is enclosed.—R.E.G., Lieut., USN.

DEPENDENCY BENEFITS

SIR: Is my wife eligible for benefits under the Emergency Maternity and Infant Care program sponsored by the Department of Labor?-W.T.A., QM2c, USNR.

No. The program you refer to is available to the dependents of men in the lower four pay grades only (INFORMATION BULLETIN No. 141, 15 May 1944, p. 66). Since you are in the third pay grade, your wife is not eligible for these benefits. For medical benefits available to your wife other than those under the Emergency Maternity and Infant Care program, see BuMed Circ. Ltr. 1 Oct. 1945, P-3-NH(66-89) (INDB, cum. ed. 4-1945).—ED.

AVIATION GREENS

SIR: Is it permissible for CPOs holding aviation ratings on shore stations, other than chief aviation pilots, to wear “aviation greens”?-O.O.E., YIC.

No. If you are a commissioned or warrant officer assigned to duty in aviation commands, you are required to have the aviation uniform, which is prescribed as the uniform of the day whenever it is prescribed as the uniform of the day for aviation commands. However, the above mentioned aviation officers are not designated as naval aviators and are serving in pilot status. —ED.

TRANSFER TO REGULAR NAVY

SIR: (1) Would an A-V(N) reserve officer who was 25 years of age or older upon completion of flight training, and who has since completed 18 months or more of sea duty, be eligible for transfer to the regular Navy upon application? (2) Is there any information available as to the reserves the Navy will wish to transfer to the regular Navy upon completion of the war?—A.M.A., Lt., USNR.

(1) No. Under provisions of BuPers Circ. Ltr. 114-45 (INDB, 15 May 1945, 4-598) all commissioned and warrant officers assigned to duty in aviation commands may (but are not required to) wear the aviation uniform. Since the program was initiated to assist aviation officers who are designated as naval aviators and serving in pilot status, it is not available to those who are not designated as such. (2) There is at this time no way of determining what the requirements of naval personnel will be, as the size and strength of the postwar Navy will be determined by congressional enactment. Plans for the transfer of reserve officers to the regular Navy are now in preparation and will be published as soon as congressional enactment defines the size of the postwar Navy. The size of the postwar Navy will naturally determine the number of reserves who may be permitted to transfer.—ED.

SALUTING

SIR: There is a great deal of controversy at this station concerning the honors rendered during the playing of the national anthem. It was my understanding that during the playing of the anthem, whether indoors or out, they should stand at attention and face in the direction of the music, or in the direction of the flag if one can be seen. Others contend that while indoors, within an officer’s line of sight, they are under cover and may remain seated if they so desire. Can you enlighten us on this matter?—C.P., Y, USN.

As prescribed by Navy Regs, Art. 325, indoors or outdoors, when national anthem is played, all officers and enlisted personnel of the Navy: (1) Should stand at attention facing the music unless at colors, when they face the ensign. (2) If in uniform, covered, they salute at the first note, retaining the position of the salute until the last note of the anthem. (3) If not in uniform and covered, they uncover at the first note of the anthem, holding their heads at their normal salute and so remaining until the last note, except that in the case of a member of a ship’s crew the salute may be raised slightly and held above the head.

The same marks of respect prescribed for the playing of the national anthem of the U. S. are shown toward the national anthem of any other country formally recognized by the U. S. For details on hand saluting, see Janu- ary 1944 INFORMATION BULLETIN, p. 16.—ED.

SIR: If an enlisted man and officer ashore meet when covered in a building which is not a Navy building, do they salute?—J.F.H., CT, USN.

Yes, they salute. As prescribed by (1) of the Navy Regs says that salutes are to be exchanged between officers and men “upon meeting or in the presence of each other near or being addressed, except as indicated in another article of this bulletin.” The article states that “men at work, except when addressed by an officer, are not required to render a salute. A man in uniform shall not salute, but if addressed, he shall stand at attention.”

It is customary not to salute in public places such as shops, restaurants, hotels, theaters, and other such places where crowded conditions or other circumstances make saluting inappropriate. This custom however, is not to be extended to eliminate saluting indoors generally, when covered.—ED.

SIR: What would be the proper naval salute to be rendered by a ship’s captain in a uniform but with head dress in hand, just as the national anthem is being played?—H.L., Lt., USN.

You should stand at attention, facing the flag in your hand at your side.—ED.

YEOMAN TRAINING

SIR: (1) Is stenotype taught in a Navy school for yeoman trainees, or is the student required to attend the stenographer’s school? (2) What procedure does one follow to get this instruction?—E.J.R., Y, and S, INDB.

(1) No. The Yeoman’s Training School at New London, Conn., does not include stenotypists. (2) One must apply for instruction in the Yeoman stenography schools. Quotas are assigned by BuPers to the ComBServLent or ComServPac. (3) Eligible personnel may submit requests, via the chain of command, either ComBServLent or ComServPac.—INDB.

BB GUNS

SIR: As you are aware, the picture layout on the invasion of Guam, page 10 of your September issue, the first photograph is identified as showing the guns softening up enemy defenses. From the looks of the pictures, the guns appear to be superstructure and the guns themselves. I think she’s a battleship.—H.E.T., GMIC, USN.

Ensign: I think she’s a battleship.—H.E.T., GMIC, USN.

Yes. Both you and Shibley are correct. I don’t want to be accused of making a mistake, but I can’t come up with an alternative identification.—ED.

ADVANCEMENT IN RATING

SIR: At my last duty station I successfully passed the examinations for advancement in rating. However, I have been told that due to lack of time in grade, BuPers Form 624 was filled out, signed and placed on my service record. Will this form be accepted at my new duty station or must I fill out the new CO to decide relative to my promotion?—W.J.D., PhBic, USN.

The determination of the grade at which examinations are taken at a previous station rests with the CO, who is under whom the promotion is effected.—ED.

REDUCTION IN PAY

SIR: Is there any foundation for the belief current among Seabees and Ship Repair personnel that if a man is in the Navy in a higher pay grade than the one he holds, he will be rated in accordance with the sentence of court martial, thereby reducing his pay to a smaller grade?—L.A.D., Y, USN.

This is a pure fallacy. When a man is reduced in rating, his pay goes down accordingly.—ED.

TRANSPORTATION FOR WIFE

SIR: If an officer has a wife in residence at home, is there a report form to request for transportation of wife when officer is transferred in the service?—J.C.A., CPOM, USN.

Yes, you are entitled to transportation for your wife from the place of marriage to your new permanent duty station. However, costs shall not exceed what you would have been from your last permanent duty station to your new duty station. As travel has already been approved, you should submit claim in accordance with Navy Travel Instruc- tions and, when applicable, see NDB, 31 May 1944, 40-599.—ED.

MERCHANT MARINE DUTY

SIR: I would like very much to get into the merchant marine. What about it? May I write a special letter through you?—R.E.G., Lieut., USN.

There is nothing to prevent you from making application to BuPers for official channels. However, the chances of your being discharged in order to enter the merchant service are slight, as personnel of the merchant marine are not eligible for the regular Navy or Naval Reserve for this purpose and there is no provision whereby you might be discharged from the Navy.—ED.

CONGRATULATIONS

SIR: When I joined the Navy seven months ago I had only the first naturalization papers. I understood that I was put in special status because I am a German by birth. But because I was not a citizen, I am now a citizen of the United States and, as I am in good health, would like to be reclassified for general service. Is this possible?—P.S., Y, USN.

Yes. You may submit your request to BuPers via official channels, accompanied by statement of Medical Officer on Form Y to substantiate physical qualifications.—ED.

CHANGE IN CB RATES

SIR: Will the enlisted personnel be transferred to merchant marine on completion of the war, and will general service classifications be required to undergo a physical examination to determine their fitness for the general service assignments?—G.E.S., PHM, USN.

Both are true. BuPers CB ratings to general service classifications were made automatically without physical examination being required: SM, Y, S, F, Er, SC, CN, PC, Y, SC, PC, SC. The changes in CB rating rating MM to general service ratings MM or MMC and from CB rating rating MM to RM to general service ratings MM or MMC are the changes in CB rating rating MM to general service ratings RM to general service ratings MM or MMC are the changes in CB rating rating MM to general service ratings RM or MMC. All other transfers — that is, those not specifically provided for in the letter from the Chief of Naval Personnel of 21 June 1944 — are subject to a physical examination.—ED.

SKD SPECIALTY MARKS

SIR: Has special designation or badge been authorized for Storekeeper (Disbursing)?—M.L.W., SKDc.

Yes. The SKDl, SKD, SKD2, SKD3 are all under the same specialty mark.—ED.

MAILMAN INSIGNIA

SIR: Has an insignia for the new general service rating of Mailman Specialist (M), been issued?—J.F.P., Sp 2(c), USMC.

No. Appropriate designates are now being considered and the details will be announced in the near future.—ED.
CHANGE IN DESIGNATORS

Sirs: Would you please clarify the statement in Alnv 10-14 (NDB, 30 June 1944, 44-724) designating insignia which says: "No designation to indicate petty officer ratings, effective July 1944, shall be used integrally with ratings"—E.J.G., Yc, usn.

• As of 1 July 1944 and continuing until further announcement, the rating of enlisted personnel to pay grades G to I, inclusive, will be called "G". Effective July 1944 or after, carry the "G" after the rating designation to indicate temporary appointment. Seamen ratings do not carry the "G"—Ed.

Sirs: On 1 Nov. 1942 I was rated CRM(AA) and the following November my marks were not high enough to permit my being advanced to CRM(PA). Between 1 July 1943 and 1 July 1944 my marks were 4.0. However, on 1 July 1944 my rate was changed to CRM(PA). Is a CRM(PA) or CRM(T)? If I am CRM(T) does this necessarily mean that after the war I will be able to go to CRM(AA)?—W.M., Ycm, usn.

• You are CRM(T). Until postwar needs are finally determined, it is not possible to answer questions relative to revertsions or grades held on 30 June 1944.—Ed.

CARRIER NAMES

Sirs: What is the policy for naming aircraft carriers?—N.A.B., Qn2c, usn.

• Aircraft carriers (CV), aircraft carriers, large (CVB) and aircraft carriers, small (CVL) are assigned numbers and names formerly on the Navy list and important battles of the present or past wars. Aircraft carriers, escort (CV), carry names of islands, boys and sounds of the U. S. and battles of the present war.—Ed.

MILITARY GOVERNMENT DUTY

Sirs: Recently officers were invited to apply for the military government program. Has any provision been made whereby enlisted men might be included in the list?—L.J.P., EM2c, usn.

• Enlisted personnel are assigned to military government billets without calling for volunteers. They do not require special schooling for this type of duty, although they are assigned to parental requirements become evident.—Ed.

EXTRA COMPENSATION

Sirs: I understand that enlisted personnel in the Marine Corps receive $5 a month compensation for qualifying as expert riflemen. Are there any provisions for sailormen in the Navy who are expert riflemen or expert pistol shots?—H.M.C., CSk, usn.

• Art. 2-218 of BuPers Manual makes provision for payment of extra compensation to a month to Navy enlisted men who qualify as expert riflemen or expert pistol shots. Qualification is good for one year providing man does not again qualify within the year, in which case he must requalify on the date of re-qualification. However, this rule has not been in force for the current fiscal year, under Art. 5-125 and 5-126 of the BuPers Manual No. 241 of June 1944, nor has it been since 1932. The Marine Corps provision (including payment) is still in effect.—Ed.

OVERSEAS DUTY BARS

Sirs: Has the Navy authorized the wearing of bars for each six months overseas duty?—H.M.C., Erc, usn.

• No. The change was authorized during World War I to indicate each six months overseas service replaced by the issuance of the Victory Medal. Area ribbons are also authorized for overseas duty in this war.—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 there are no satisfactory answers available at ships and stations, can be selected. If your letter does not appear, it is suggested that you keep back those which concern the IN-FORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

NO JEOPS FOR SALE

Sirs: Several of us would like to buy a jeep. We would like to know where to write in order to find out if there are any to be sold. Can service personnel get them at reduced prices?—R.M.H., PhM2c.

• Existing regulations provide that automobiles at the present time may be sold only to REGISTERED DEALERS by the Surplus Commodities Division of the Treasury Department, Washington, D.C. As yet no jeeps have been sold, nor is there any provision under current regulations whereby automobiles may be sold to service personnel at reduced costs.—Ed.

MOVIE OPERATORS

Sirs: In the article "The Movies That Made the Navy" of December 1944 issue you mention that there is a shortage of qualified motion picture operators. Is it possible to qualify for this type of work in the Navy?—D.S.K., S2c.

• Sound motion picture technicians are trained at the Sound Motion Picture Technician School, Navy Yard, N. Y., and NTO, San Diego, Calif. The course is eight to ten weeks in length and includes all phases of the motion picture business and Marine Corps or other branch of the government (as listed in Article 5-110) is still in effect.—Ed.

SIR: As hanging "cabbons" or "beddes." By the wearers of such a ribbon is optional with the holder but, if it is worn, the wearer cannot wear at the same time my decoration, medal, ribbon, or device awarded by the U. S. Government. You may write to BuPers, via official channels, stating your qualifications and interests.—Ed.

NOTIFICATION OF ELIGIBILITY

Sirs: I understand that BuPers recently started notifying enlisted men recommended for temporary appointment, who have not yet been appointed from the eligibility list. If you have not received such notification, you may write to BuPers, via official channels, stating your qualifications and interests.—Ed.

SIR: What is the policy for naming aircraft carriers?—D.S.K., S2c.

• Aircraft carriers (CV), aircraft carriers, large (CVB) and aircraft carriers, small (CVL) are assigned numbers and names formerly on the Navy list and important battles of the present or past wars. Aircraft carriers, escort (CV), carry names of islands, boys and sounds of the U. S. and battles of the present war.—Ed.

SIR: I have heard that all men recommended before 1 Jan. 1944 must be recommended again. Can this be true?—A.J.O., Gm2c, usn.

• Yes, Article 15-5-9 (Optional Badges), Uniform Regs, covers the VFW bar. Note, however, that the wearing of such a ribbon is optional with the holder but, if it is worn, the wearer cannot wear at the same time any decoration, medal, ribbon, or device awarded by the U. S. Government. You may write to BuPers, via official channels, stating your qualifications and interests.—Ed.

WEARING OF VFW RIBBON

Sirs: I am a member of the Veterans of Foreign Wars. Can I wear the pro-

yourselves their experience in Photography, or may I secure the rating in my Seabee battalion?—G.N., PhoM2c, usn.

• Under current instructions you must either be a graduate of the school or have your CO certified to a comparable degree of competence (Art. D-323, Manual Art.). You must also be an approved candidate for appointment in the rank for which you are applying (Art. 15-5-9).—Ed.

• Yes, Article 15-5-9 (Optional Badges), Uniform Regs, covers the VFW bar. Note, however, that the wearing of such a ribbon is optional with the holder but, if it is worn, the wearer cannot wear at the same time any decoration, medal, ribbon, or device awarded by the U. S. Government. You may write to BuPers, via official channels, stating your qualifications and interests.—Ed.

How Did It Start?

Hammocks: When Columbus visited the West Indies, he found that the natives slept in cotton nets suspended between two trees. The natives called the nets "ham-macce." (The term first appeared in both Spanish and English as "ham-mock," the Spanish spelling, but in the latter eventually was changed to "hammock." About 100 years after the English learned of their hammocks as a result of Columbus's discovery, they were introduced into the British Navy. In 1596, they were mentioned officially as hanging "cabins." By 1660, most English ships on foreign duty had hammocks, each of which was shared by two men, but they did not become common throughout the service until a later date. We adopted the custom from the British. (If you have a different version send it along to the Editor.)

MARINE CORPS INSIGNIA

Sirs: As a member of the Fleet Marine Force, 3rd Marine Division, I was issued the Marine Corps insignia in April 1944 when I was in V-12 training, am I entitled to wear the patch on my Navy uniform? I am proud of my old outfit and would certainly wear its insignia.—J.N.S., As, V-12.

• When detached from any Marine Corps unit, officers designated for special duty will, you are no longer entitled to wear the Marine shoulder patch.—Ed.

CIVILIAN CLOTHES

Sirs: According to the 1943 edition of Bluejackets Manual, p. 195: "Enlisted men may be permitted to wear civilian clothes when on leave or liberty in United States ports." Is this in effect?—N.B., Bm2c.

• No. Alnv 29-44 (NDB, 29-44) provides that uniforms will be worn at all times except when one is engaged in rest, recreation or inclement weather with less than three guests present.—Ed.

SCHOOL NOT REQUIRED

Sirs: I am a PhoM2c in the Seabees. In order to qualify for PhoM2c is it necessary for me to attend the Navy School of Photography, or may I secure the rating in my Seabee battalion?—G.N., PhoM2c, usn.

• Under current instructions you must either be a graduate of the school or have your CO certified to a comparable degree of competence (Art. D-323, Manual Art.). You must also be an approved candidate for appointment in the rank for which you are applying (Art. 15-5-9).—Ed.
1941-1944: PEARL HARBOR TO THE PHILIPPINES

We have come a long way in three years of war. Anyone who doubts it, or cannot recall our situation at the time of Pearl Harbor, need only read “One Step Ahead of the Japs,” page 6, and then compare that story with Admiral Nimitz’ communiqué on the great naval victory in the Second Battle of the Philippines, page 2.

However, just so we don’t get too cocky about the situation, it won’t hurt to remember this: for all our victories, we still aren’t back to where we started when the war began with the Jap attacks on 7 December 1941. Although the third anniversary of the war finds us well along with bases in the Philippines, the fact remains that when the war started we had all the Philippine Islands.

That, of course, is an extreme evaluation to be put up against the other extreme—the one which holds that, after our overwhelming victory over the Japanese fleet, the war is as good as over.

The truth, as usual, is somewhere in between. We do not yet have the Philippines but it’s the Japs who are being pushed back now. We continue to grow stronger than the enemy, and we definitely have the advantage of the offensive.

The situation as we start the fourth year of war is clear enough in this one respect: there can now be no doubt of final victory. But, as the men who are fighting well know, we still have to prove it to the Japs.

**QUOTES OF THE MONTH**

- **Japanese radio:** “The enemy fleet, despite the fact that it had been annihilated in the waters off Formosa, has continued the execution of its plan . . . without making the slightest change in its strategy.”
- **Prime Minister Churchill:** “On military grounds it seems difficult to believe that the [European] war can be ended before Christmas or even before Easter.”
- **Admiral King:** “The war in the Pacific will not reach its maximum force until Allied fighting strength has been shifted from Europe.”
- **Grand Admiral Karl Doenitz,** commander-in-chief of German navy: “We must face unflinchingly the possibility that Germany will this time be defeated again. But this time there will be no Scapa Flow.”
- **General MacArthur:** “The Navy components operating under my command have not only shown complete loyalty to a commander-in-chief drawn from another branch, but have exhibited an elasticity in tactical problems and that grim, unflinching courage in combat which have so characterized our Navy from its very origin.”
- **Admiral Halsey:** “I’ve always been one of the few people who believe Japan will quit when the going gets too rough.”
- **Admiral Nimitz,** commenting on Jap defeat in the Second Battle of the Philippines: “This is just a taste of what lies in store for him—whenever he heals his wounds and returns for more action. The time will come when our fleet, unhampered by the necessity of guarding American troops employed in seizing bases, will seek out the Japanese fleet wherever it may be, and completely destroy it.”

1. British naval units attack Nicobar Island (19-21 Oct.).
2. U. S. 3d and 7th Fleets sink or damage nearly 60 Jap warships in Second Battle of Philippines (23-25 Oct.).
3. B-29s bomb Omura on Kyushu Island, Japan (25 Oct.).
5. Russians enter Norway, take Kirkenes (25 Oct.).
6. B-24s from China batter reeling Jap ships in South China Sea (26 Oct.).
7. 3d Fleet carrier planes sink and damage Jap warships and supply vessels in Manila Bay area (26 Oct., 4, 5, 12, 18 Nov.).
8. British commandos storm Walcheren Island (1 Nov.); port of Antwerp opened (3 Nov.).
9. German rear guards pull out of Greece (2 Nov.).
10. More than 2,400 U. S. bombers, fighters destroy 208 Nazi planes in air battle over Germany (2 Nov.).
11. U. S. troops take Finamopano, Leyte (5 Nov.).
12. B-29s bomb Singapore (5 Nov.).
13. Japs recapture Ngeregorg Island in Palaus (7 Nov.); U. S. Army troops take it back (14 Nov.).
14. Japs announce capture of Kwajalein and Ulithi, last U. S. airbases in southeastern China (10 Nov.).
15. British reveal Nazi V-2s used against England (10 Nov.).
16. Pacific Fleet bombards Iwo Jima (10 Nov.).
17. RAF bombers sink Nazi battleship Tirpitz (12 Nov.).
18. British warships destroy German convoy (12 Nov.).
19. Red Army captures Jaszapati in Budapest drive (13 Nov.).
20. U. S. forces seize Mapia Islands (15 Nov.).
21. Six Allied armies open offensive on 450-mile front (16 Nov.); Gelnkenkirchen falls (19 Nov.).
22. Germany admits evacuation of Tirana, Albania, 15th European capital freed since 4 June (18 Nov.).
23. Yanks take Metz (20 Nov.).
24. French take Belfort (20 Nov.).
THE MONTH'S NEWS

PERIOD 21 OCTOBER THROUGH 20 NOVEMBER; WEST LONGITUDE DATES

The War

While our fleets in the Philippines last month were crushing the Jap fleet in what may prove to be one of the decisive battles of modern times (see p. 2) six Allied armies moved forward in an all-out offensive along the 450-mile western front in Europe.

More than 2,350 heavy bombers plunged 8,000 tons of bombs into German positions in the space of an hour and a half on 16 November preceding the big push. Heavy guns sent tons of steel into strong points. An additional army, the U. S. 9th, whose whereabouts had been a secret since September, was revealed to be in action between the British 2nd and the U. S. 1st. Together they were smashing at one of the five main gateways into Germany—the Cologne plain. The U. S. 3d Army took Metz and pushed into Germany while the French 1st Army captured Belfort and drove northward along the Rhine, as one arm of a pinwheel formed with the rapidly advancing U. S. 7th Army.

Although all was comparatively quiet on Germany's eastern front, Nazi military analysts were warning their people that this was the full before the storm. However, the Red Army continued to advance on a 120-mile front in Hungary.

In southern Europe, the 5th and 8th Armies made slow gains toward Bologna, and British expeditionary forces and Yugoslav and Albanian Partisans liberated a strip of the Dalmatian coast. Greece was completely cleared of Germans.

Liberation of the Philippines continued despite desperate, almost suicidal, resistance by the Japanese on Leyte. General MacArthur estimated Jap ground casualties on Leyte at 45,000, while our own totaled 6,000 in killed, wounded and missing. Nevertheless, Japanese continued their costly efforts to land reinforcements under cover of storms and darkness. Their landing operations already cost the Nips at least 8,000 men, in addition to seven transports and 13 destroyers sunk.

Persistent 3d Fleet carrier-plane raids on Luzon harbors and airfields, and attacks on Japanese shipping off the China coast by the 14th AAF, made further inroads on the enemy's dwindling shipping and air power. B-29s blasted Singapore in the longest daylight mission ever flown by U. S. Fleets Crush Jap Navy

As We Gain in Philippines;

Allied Armies Storm Germany

LAST JANUARY

SUN 2 3 4 5 6
MON 7 8 9 10 11
TUE 12 13
WED 14 15 16 17
THU 18 19 20
FRI 21 22 23 24
SAT 25 26 27

JANUARY 1945

Our ships took part in landing Allied troops to establish the Anzio beachhead south of Rome and supported the operations with gunfire. In the Central Pacific, gigantic U. S. Navy task forces blasted the Marshalls in pre-invasion attacks.

WHAT WILL WE DO THIS YEAR?
Military planes and raided the Omura aircraft factory on Kyushu Island, the railroad yards at Rangoon and Jap installations at Shanghai and Nanking.

In China, Japanese forces took Kwelinn and Luichow, sites of the last U. S. air bases in southern China, and virtually established a land link between conquered areas of northern and southern China.

British subs were active in Far Eastern waters, reporting the sinking of 39 Jap ships. Our own submarines sank 24 enemy vessels, including a light cruiser, a destroyer and a seaplane tender. Allied shipping losses in the Atlantic during October were "the lowest of any month of the entire war," a joint Anglo-American statement announced.

(For additional details of the fighting last month, see special war-review section beginning on p. 15.)

**BATTLESHIP TALKS:** The 16-inch guns in two forward turrets of the new USS Missouri fire in salvo. Six projectiles in flight may be seen at upper right. Note turbulence in the water, caused by blast.

**Gen. MacArthur Praises Pacific Fleet for Its Part In Philippine Invasion**

An expression of appreciation for the part the Navy played in the Philippines invasion was received from Gen. Douglas MacArthur, USA, commander-in-chief, Southwest Pacific Area, by Admiral Chester W. Nimitz, USN, commander-in-chief, Pacific Fleet and Pacific Ocean Areas, as follows:

"At this time I wish to express to you and all elements of your fine command my expression of appreciation for the splendid service they have rendered in the recent Leyte operations and their record needs no amplification from me. But I cannot refrain from expressing my admiration everywhere for their magnificent conduct. All of you..." (Continued on next page.)

Admiral Nimitz replied:

"Your generous message concerning the participation of the forces of the Pacific Ocean Areas in the Leyte operations is gratefully acknowledged. The Pacific Fleet is proud to have had a share in the return of the U. S. flag to the Philippines and in commencing their liberation. We look forward with confidence to further successes in our mutually supporting efforts."

**Navy News**

- The Navy Department announced last month that the President had approved the appointment of Admiral Royal E. Ingersoll, USN, as Commander Western Sea Frontier, effective about 15 November.

- In addition to commanding the naval forces engaged in protecting shipping in coastal waters, Admiral Ingersoll will manage the flow of supplies to the Pacific Fleet through West Coast ports. In carrying out this duty he will have the status of a Deputy Commander-in-Chief, U.S. Fleet and Deputy Chief of Naval Operations.

- Increased importance is attached to the Western Sea Frontier command because of the vital necessity for the uninterrupted flow of supplies and equipment over the lengthening distance to our advance bases. Extension of Pacific Fleet activities into distant areas has created a supply problem of great magnitude, requiring adjustments in the supply organization. Admiral Ingersoll has been selected for this important expanded command because of his experience in accomplishing, in an outstanding manner, the logistic support of all naval forces in the Mediterranean and European areas, as part of his duties as Commander-in-Chief of the U. S. Atlantic Fleet since 1 Jan. 1942.

Simultaneously with Admiral Ingersoll's change in command, the following changes in flag commands in the fleet were effected:

- Vice Admiral Jonas H. Ingram, USN, Commander 4th Fleet, replaced Admiral Ingersoll as Commander-in-Chief, U. S. Atlantic Fleet, with the rank of admiral.
- Rear Admiral William R. Munroe, USN, Commandant, 3rd Naval District, replaced Admiral Ingram as Commander 4th Fleet, with the rank of vice admiral.
- Vice Admiral David W. Bagley, USN, Commander Western Sea Frontier, replaced Vice Admiral Robert L. Ghormley, USN, as Commander Hawaiian Sea Frontier. Vice Admiral Ghormley is preparing for a new assignment which will be announced at a future date.

- Decommissioning of the USS Oklahoma at Pearl Harbor as of 1 Sept. 1944 has been announced by Admiral Nimitz. The famous old battleship was capsized and sunk within 10 minutes after the start of the Japanese attack on Pearl Harbor, but was salvaged and put in drydock on 28 Dec. 1943. She originally was commissioned May 1916 and escorted Allied convoys during World War I.

- The Navy's two new 45,000-ton carriers will be named Coral Sea and Midway in honor of famous naval battles in the Pacific. These new flattops, slated to be the largest known ships of their type in the world, are being constructed at the Newport News Shipbuilding & Drydock Co., Newport News, Va. A third carrier of this class also is under construction.
All three will accommodate planes larger than any which heretofore have operated from the decks of carriers.

Early in the war the names Coral Sea and Midway were assigned to two escort carriers, but their names have been changed to Anzio and Saint Lo, commemorating battles in the European theater, so that the new giants may bear the names of two of the Navy's greatest victories.

- Arrangements have been made by the Navy to ship whole blood from the West Coast for emergency transfusions to wounded Army, Navy, and Marine Corps personnel in the westernmost Pacific. Naval Air Transport Service flights now make it possible to have blood from volunteer donors flown regularly to the Pacific, has been a great life saver, but under some circumstances whole blood as well as plasma is required.

- Robot bomb attacks on the continental U. S. are "entirely possible" but such attacks could have no great military effectiveness, it was announced last month in a joint Army-Navy statement. The statement pointed out that bombs might be launched from submarines lying offshore, from long-range bombers controlled across the Atlantic by submarines, or from catapult plane tenders. Such attacks probably could not entirely elude Allied air and sea patrols, but it is impossible to ensure that such an attack would be completely frustrated, authorities said.

- Leathernecks observed the 169th anniversary of their corps 10 November, as their commandant, Lt. Gen. Alexander A. Vandegrift, USMC, warned that the toughest part of the Japanese war is yet to come. Since the corps' last birthday, he said, "our advance in the Pacific has been steady and unswerving. We take deserved pride in our role as the spearhead of a great amphibious drive against a formidable enemy." His message was read to marines at many stations around the world.

- Admiral Chester W. Nimitz, USN, reviewed the Marine Corps' splendid record in the Pacific and said, "You may be certain," he told marines in the Pacific Ocean Areas, "that your 170th anniversary in 1945 will find the Marines even closer to Japan." Said Lt. Gen. Holland M. Smith, Commanding General of Fleet Marine Force, Pacific: "Whatever targets are assigned to us we will capture."

- The story of the role of combatant vessels in amphibious operations and in supporting ground forces were revealed last month when the Navy released many startling achievements of three U. S. warships in the Mediterranean.

- The USN Plunkett is once more on the prowl in the Mediterranean after receiving a direct hit from a 500-pound bomb at Anzio. The DD shot down four German planes at Salerno and Anzio, counted six probables and several others damaged before she was forced to head back home for repairs. She returned to southern France in time for the invasion and last month was busy bombarding shore positions along the Italian and French coast.

- Although damaged twice while participating in three invasions—North Africa, Sicily, and Anzio—the U.S. Ludlow is still on the job in the Mediterranean. Never, in the many months of action, has there been a fatality aboard the "Lucky Lud." Victims on the Ludlow's list include more than a score of shore batteries, numerous tanks and trucks and many enemy troop concentrations. At Salerno, the scrubby little destroyer went within three-quarters of a mile of shore to support U. S. troops and knock out enemy mobile batteries and pillboxes.

- A torpedo hole in the port bow of the USS Maryland was patched up in less than 49 days, it was revealed last month at the Pearl Harbor Navy Yard. The battleship was struck by an aerial torpedo off Saipan while supporting the invasion and was given temporary repairs at an advanced base. Details of the damage were radioed ahead to the navy yard so that plans and materials were ready when the Maryland arrived. Previously, a cruiser had been refitted with a new prefabricated section at the same yard in nine days, and destroyers had been refitted with whole sections, complete with all internal equipment, in 12 days.

- Radio Electrician George R. Tweed, USN, who spent two and a half years on Guam while the island was occupied by the Japs, returned there recently for 10 days on a special assignment and thanked the natives who helped him during his strange exile (INFORMATION BULLETIN, Sept. 1944, p. 9). "If I named every loyal native who helped me on Guam," he said, "I'd come up with a list a foot long." Mr. Tweed was especially pleased to find that Antonio Arturo, a native rancher of Spanish descent, had not been harmed by the Japs.

- Aaron Arturo, with his wife and eight children—escaped
to the same cave where Mr. Tweed had lived for nearly two years, and remained safely there until the island was liberated by U. S. forces.

- A Demobilization Division has been established within BuPers to plan and coordinate the machinery for returning to civilian life those persons not required in the post-war Navy. Although the Navy has already announced that demobilization cannot begin until the defeat of Japan, BuPers began demobilization and post-war studies in the latter part of 1943, and the new move is in furtherance of efforts to be completely prepared for demobilization when the time comes.

An experimental redistribution center has also been established by the Navy at NTC, Lido Beach, Long Island, N. Y., through which enlisted personnel in the New York area being separated from the service will be processed. The procedure developed at this experimental center will be used as a pattern in other redistribution centers which will be organized later.

- Reflecting the growing importance of minecraft in the Pacific war, Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet and Pacific Ocean Areas, has established the command of Commander, Minecrs, Pacific Fleet. Rear Admiral Alexander Sharp, USN, has been appointed to the new post.

Admiral Nimitz also announced last month the establishment of Rear Admiral Welden L. Ainsworth, USN, as commander Cruisers and Commander Destroyers, Pacific Fleet, relieving Admiral L. Kauffman, USN, who has been assigned to another sea command. Admiral Ainsworth, who formerly commanded a cruiser division, participated in every major naval action but one in the South Pacific since December 1942 and in most of the recent combat in the western Pacific.

- First tank landing ship to return from the European war is the LST 208, which traveled 35,000 miles and participated in four amphibious assaults. Launched at Senaca, Ill., in June 1943, it joined amphibious forces in North Africa in time for the Sicilian campaign and the invasion of Italy. Then, in August 1943, the ship proceeded to the Indian Ocean to land tanks on Arakan in support of British troops. With that chore completed, the 208 returned to Europe and hit the Normandy beaches on D day.

- Rear Admiral Howard F. Kingman, USN, has assumed his new duties as commandant of the 15th Naval District, Commander Panama Sea Frontier and Commander Southeast Pacific Force. He relieved Capt. Ellis S. Stone, USN, who had been acting commandant since Rear Admiral Harold C. Train, USN, was detached last June. Admiral Kingman formerly was in command of a battleship division in the Pacific, and was commanded by Admiral W. Nimitz, USN, Director, CinePac, for the efficient handling of ships under his command during the invasion of Tarawa.

- Dependents of Navy enlisted personnel received $87,247,276 in 1,312,369 family allowance checks during October 1944, or nearly four times the amount paid out to dependents during the same month of 1943. The payments consisted of $60,784,878 from the government and $26,119,998 from the enlisted men.

- Patrol Squadron 72 and Air Group 32 recently returned to the States for rest and reformation after tours of duty in the Pacific.

VP 72, which specialized in rescue duty, saved 69 downed airmen, including its own skipper, Comdr. Sidney J. Lawrence, USN. Twenty-two were rescued in 10 separate open-sea landings, while the others were saved by direct surface vessels to the scene. Not a single man was lost during the tour of duty, but Commander Lawrence and eight of his crew nearly spoiled the record when their Catalina was damaged by antiaircraft fire and forced to land at sea near Jaluit. After bouncing around for two days in life rafts, they were spotted by another Catalina of their own squadron and a destroyer came out to pick them up.

Air Group 32's best day came on 29 April 1944 when eight of its Hellcats attacked a formation of 30 Zeros, destroyed 21 of them and sent the others scurrying home to Truk without a single American casualty. During its combat tour aboard an Independence-class carrier, Air Group 32 destroyed 109 planes in the air and on the ground, sank or probably sank 28 ships and damaged 51 other vessels. High scorer of the group was Lieut. Richard H. May, USNR, who shot down five, probably one more, and made six assists.

- Vice Admiral Henry V. Butler, USN (Ret), who had served as administrative officer of the Navy Department in the Executive Offices of the Secretary since March 1942, has returned to inactive status. He was succeeded by Comdr. Ronald J. Chinnock, USNR, who had been assistant administrative officer for the past six months.

- By shooting down nine Japanese fighter planes and two "probables" in one hour and 35 minutes of aerial fighting in the Philippines on 24 October, Comdr. David McCampbell, USN, became the Navy's top-ranking ace, with 30 planes to his credit. Commander McCampbell and a wingman, Lt. (jg) Roy W. Rushing, USNR, together worked over a formation of Japanese fighters that had been escorting bombers and torpedo planes in a prospective attack against U. S. carriers off Luzon. Their fearless interception was partly responsible for preventing an attack that might have caused damage to our forces at a critical stage in the devel-
opining naval action. Lieutenant Rushing shot down six Jap fighters, then joined Commander McCampbell and Lt. (jg) Albert C. Slack, USNR, in chasing the Jap planes nearly all the way back to Manila—a distance of more than 100 miles.

- As a tribute to the memory of the late Secretary of the Navy, the elementary school adjacent to the Naval Air Station, Patuxent River, Md., was designated on 29 Sept. 1944 as the Frank Knox School.

- The U.S. Naval Home, Philadelphia, observed Navy Day (27 October) with a ceremony dedicating Building No. 2 as Laning Hall in honor of the late Rear Admiral Harris Laning, 48th governor of Pennsylvania. Admiral William H. Standley, USN (Ret), former Chief of Naval Operations and former Ambassador to Russia, who was a classmate of Rear Admiral Laning at the Naval Academy, delivered the address. The present governor, Rear Admiral Forde A. Todd, USN (Ret), gave a brief history of the home, which housed the Naval Academy from 1839 until it was moved to Annapolis in 1845. Laning Hall is a three-story brick structure built as a naval hospital shortly after the Civil War. It has been rehabilitated as a dormitory and doubles the number of beneficiaries who can be accommodated in the home. Biddle Hall, the other dormitory, whose cornerstone was laid in 1827, was dedicated in honor of Commodore James Biddle, USN, the first governor, last Memorial Day.

- Snipers were still prevalent in Antwerp last month when the Navy moved in—in a jeep. Although the port of Antwerp is administered by the British under Allied control, the Navy maintains an office there to act as liaison with the British and to assist U.S. naval and merchant marine personnel aboard cargo ships coming into the port. In the first naval party to arrive were Capt. James C. Van de Carr, USN (Ret), who is naval port officer; his aide, Lt. Comdr. Norman J. Gaynor, USNR, and John F. Greene, SK2c, USNR. They found that the Belgian underground had managed to prevent serious damage to the port as the Germans fled.

- Oil tankers of the Pacific Fleet Service Force, which served the 3d Fleet up to and including the Second Battle of the Philippine Sea, have been condemned by Admiral William F. Halsey, USN, for their "magnificent performance." He said the oilers delivered urgently needed fuel and replacements for two months without one failure as to place, time or amount, and that this accomplishment was a prime factor in the success of the 3d Fleet.

- After the final class of Spar recruits reports at Palm Beach, Fla., on 16 December, recruit training will be conducted exclusively at the Coast Guard Training Station, Manhattan Beach, N. Y. Although the enlistment of Spars for replacements and special needs of the service will be continued, the major part of the Coast Guard Women's Reserve recruitment and training program is now completed. Training of Spar officers will be completed with the commissioning of 41 women on 5 December at the Pay and Supply School, Palm Beach, Fla. The Spars observed their second birthday on 23 November.

- A sailor from NTC, Miami, Fla., was visiting his home town on Navy Day. Since he had served many months at sea and held the Purple Heart, he was invited by the local American Legion post to participate in the Navy Day ceremonies. His letter of invitation read: "You are cordially invited to be one of the speakers at our Navy Day ceremony. The program will take place in the city park and will include a talk by the mayor, a short speech by a Navy lieutenant, your talk and then the firing squad."

- A new variation in the ceremony of reporting aboard and paying respects to the CO was introduced recently at the Naval Reserve Naval, St. Mary's College, Calif. by an officer reporting for duty. Unintentionally he signaled his arrival there by going out on a nearly golf course and hooking his ball through the living room window of his skipper's home. He then pursued his ball into the house with such nonchalance that he was invited to stay for tea.

- A recent survey of the 43d Construction Battalion reveals that it is a cosmopolitan outfit. Members of the battalion come from every state in the Union, with the exception of Arizona. Others were born in Czechoslovakia, Italy, Switzerland, Russia, Norway, Sweden, Philippines, Puerto Rico, Canada, Scotland, England, Ireland and Germany.

- Customized to returning salutes, as a lieutenant in the U.S. Merchant Marine, Buddy Clarke is now rendering them as he goes through recruit training at NTC, Bainbridge, Md. The former singer and dance band member received a medical discharge after serving two years with the merchant marine, and was then inducted into the Navy.

- Charles H. Griesen, AS, recruit at NTC, Great Lakes, Ill., has received a most unusual letter from his former buddies at a Sturgeon Bay, Wis., shipyard. It was 210 feet in length and 20 inches in width, with messages from 5,004 persons. Being a conscientious person, Griesen attempted to answer each of his well-wishers but found that his training period was not long enough to accomplish the task.

- The "Naval Order of Wise Old Owls" has been organized at NATB, Corpus Christi, Tex., by instructors who have completed 500 hours of instruction without an accident or violation of training rules. Those meeting the requirements are issued a certificate designating them as "Wise Old Owls." Seventeen officers received certificates recently from Rear Admiral Charles P. Mason, USN, commandant of the base.

- Armchair quarterbacks are rewarded for expert prognostication at NTC, Norfolk, Va. Each week the Daily Dope Sheet, station newspaper, lists 20 football games and gives a $25 war bond to the entrant who picks the most winners. Second and third prizes are 12 free admissions to the station theater.
ARMISTICE DAY: A Navy pharmacist's mate, an honorably discharged Marine private and an Army corporal, all invalided home after service in this war, placed a wreath on the 2nd Division Monument in Washington, D. C. It was in this division, in World War I, that personnel of the three arms were unified for the first time in a single combat command. The division's 4th Brigade, which spearheaded the attack in Belleau Wood on 6 June 1918, was made up of marines and Navy doctors, corpsmen, dentists, and chaplains.

The Home Front

- Franklin D. Roosevelt was reelected as President for his fourth term in the general election of 7 November. He and Senator Harry S. Truman of Missouri, the Democratic nominee for Vice President, received 24,370,196 popular votes (on the basis of unofficial returns as of 20 November) and 432 electoral votes to 21,261,614 popular votes and 99 electoral votes for Gov. Thomas P. Dewey, the Republican nominee for President, and Gov. John W. Bricker of Ohio, the Republican nominee for Vice President. The winner carried all states except Maine, Vermont, Ohio, Indiana, Wisconsin, Iowa, North and South Dakota, Nebraska, Kansas, Wyoming and Colorado. Democratic candidates increased their party's majorities in both houses of Congress (see lists on p. 65). Republicans won 16 of 31 state-governorship contests for a net of three as compared with the pre-election ratio.

Following were the governors chosen this year, asterisks indicating those re-elected:

- Arizona, Sidney P. Osborn* (D); Arkansas, Ben Laney (D); Colorado, John C. Vivian* (R); Connecticut, Raymond E. Baldwin* (R); Delaware, Walter W. Bacon* (R); Florida, Millard F. Caldwell Jr. (D); Idaho, Charles C. Gossett (D); Illinois, Dwight H. Green* (R); Indiana, Ralph F. Gates (R); Iowa, Robert D. Blue (R); Kansas, Andrew F. Schoeppe (D); Kentucky, Adolph E. Clark (D); Louisiana, James T. Olin (D); Maine (which held its election in September), Horace Hildreth (R); Massachusetts, Maurice J. Tobin (D); Michigan, Harry F. Kelly* (R); Minnesota, Edward J. Thy (R); Missouri, Phil M. Donnelly (D); Montana, Samuel C. Ford* (R); Nebraska, Dwight P. Griswold* (R); New Hampshire, Charles M. Dale (R); New Mexico, John J. Dempsey* (R); North Carolina, H. Greer Cherry (D); North Dakota; Fred G. Auer; Ohio, Frank J. Lausche (D); Rhode Island, J. Howard McGrath* (D); South Dakota, Merrill Q. Sharpe* (R); Tennessee, James Nance McCord (D); Texas, Coke Stevenson* (D); Utah, Herbert E. Map* (D); Vermont, Mortimer K. Proctor (R); Washington, Monrad C. Wallgren (D); West Virginia, Clarence W. Morgan (D); Wisconsin, Walter S. Goodland* (R).

- Shipbuilders delivered 145 ships during October, 53 for military use, the U. S. Maritime Commission announced. Of the 53, over half are for use as combat-loaded transports and some as combat-loaded cargo ships and Navy transports. Eleven were naval tankers, frigates and Army transports.

- A peacetime adaptation of the B-29 Superfortress that will carry up to 100 passengers or a maximum cargo payload of 35,000 pounds is being planned by the Boeing Aircraft Company. The power of the four engines will be increased to 14,000 horsepower for takeoff and the cruising speed of the passenger plane will be 440 miles an hour. As in B-29s, the fuselage will be pressurized for operation up to 30,000 feet. C. L. Egweit, chairman of the Boeing Company, believes that air lines will be in the neighborhood of 2¢ a passenger mile for ranges up to 3,500 miles.

- Fear of shortages, rather than actual shortages, are responsible for the current scarcity of cigarettes, declared Chester Bowles, OPA administrator. He attributed the reports of shortages to hoarding and the public to overbuy. Cigarettes will not be rationed, Bowles said, because the type of controls applied to shoes, sugar and other commodities are impractical for cigarettes. The OPA will vigorously fight the black market dealings which have sprung up, he promised.

- A group of Army men have decided to create their own postwar jobs: Thirteen members of the LTC, ranging in rank from private to lieutenant, have organized the Norseman Air Transport and have filed an application with the Civil Aeronautics Board for a 2,500-mile airline in New England. Veterans will be employed whenever possible in operating positions and each veteran will have a share in the ownership of the concern. They hope to obtain 34 aircraft from surplus government stock for the first year's operation.

- Approximately 96% of all penny box matches and 25% of all book matches produced during the next six months will be delivered to the armed forces, WPB officials announced.

- To facilitate fulfillment of military requirements for use in connection with rehabilitation and recreation programs for service personnel and many veterans, the WPB will permit manufacturers to sell Army, Navy and Veterans Administration orders for golf clubs.

- A critical shortage of seamen and officers to man merchant ships sailing into the war zones threatens to delay delivery of supplies to European and Pacific war theaters, according to Vice Admiral Emery S. Land, USN (Ret), War Shipping Administrator. During the Philippine invasion, he said, there were only enough skilled officers in U. S. seaports to operate about 10 vessels, while officers were needed to operate 45. Some months last summer, he said, 600 men left American ports as licensed deck officers, although they had no license, or sailed above the grade for which they were licensed.

- American merchant ships delivered 500,000 tons of vital food supplies at Leyte Island in the three weeks following the invasion, the War Shipping Administration announced. These vessels also landed about 30,000 troops. Although it is not considered a part of their job, the crews of many ships worked the clock around to discharge cargoes. Because of the turn-around time of the ships averaged slightly over 48 hours.
23 OCTOBER

**U. S. Pacific Fleet Communique No. 163**

Navy Department Communique No. 549

The submarine Herring and Golet are overdue from patrol and presumed lost. Some of her casualties have been notified.

**U. S. Pacific Fleet Communique No. 165**

Shelling and strafing operations on Angaur and Peleliu Island in the Palau group continued on 29 and 30 October. Rears of the 4th Marine Aircraft Wing continued ground operations, dropped incendiary bombs on the holed-up enemy. Corsairs also destroyed enemy aircraft and gun emplacement on Balabac Island on 29 October.

Seventh AAF Liberators bombed Yap Island on 29 and 30 October. A single Navy Ventura search plane attacked the island also on 29 October. Antiaircraft fire was heavy.

Liberators of the 7th AAF dropped 49 tons of bombs on the 30th, and installations on Iwo Jima in the Volcano Islands on 29-30 October. These interdicting enemy positions were encountered; three were shot down, one was probably destroyed, and one enemy plane was lost.

**U. S. Pacific Fleet Communique No. 169**

The submarines Herring and Golet are overdue from patrol and presumed lost. Some of her casualties have been notified.

**U. S. Pacific Fleet Communique No. 167**

Shelling and strafing operations on Angaur and Peleliu Island in the Palau group continued on 29 and 30 October. Rears of the 4th Marine Aircraft Wing continued ground operations, dropped incendiary bombs on the holed-up enemy. Corsairs also destroyed enemy aircraft and gun emplacement on Balabac Island on 29 October. The Seventh AAF Liberators bombed Yap Island on 29 and 30 October. A single Navy Ventura search plane attacked the island also on 29 October. Antiaircraft fire was heavy.

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**24 OCTOBER**

**U. S. Pacific Fleet Communique No. 168**

Shelling and strafing operations on Angaur and Peleliu Island in the Palau group continued on 29 and 30 October. Rears of the 4th Marine Aircraft Wing continued ground operations, dropped incendiary bombs on the holed-up enemy. Corsairs also destroyed enemy aircraft and gun emplacement on Balabac Island on 29 October. The Seventh AAF Liberators bombed Yap Island on 29 and 30 October. A single Navy Ventura search plane attacked the island also on 29 October. Antiaircraft fire was heavy.

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**25 OCTOBER**

**U. S. Pacific Fleet Communique No. 165**

Shelling and strafing operations on Angaur and Peleliu Island in the Palau group continued on 29 and 30 October. Rears of the 4th Marine Aircraft Wing continued ground operations, dropped incendiary bombs on the holed-up enemy. Corsairs also destroyed enemy aircraft and gun emplacement on Balabac Island on 29 October. The Seventh AAF Liberators bombed Yap Island on 29 and 30 October. A single Navy Ventura search plane attacked the island also on 29 October. Antiaircraft fire was heavy.

Liberators of the 7th AAF dropped 49 tons of bombs on the 30th, and installations on Iwo Jima in the Volcano Islands on 29-30 October. These interdicting enemy positions were encountered; three were shot down, one was probably destroyed, and one enemy plane was lost.

**U. S. Pacific Fleet Communique No. 167**

Shelling and strafing operations on Angaur and Peleliu Island in the Palau group continued on 29 and 30 October. Rears of the 4th Marine Aircraft Wing continued ground operations, dropped incendiary bombs on the holed-up enemy. Corsairs also destroyed enemy aircraft and gun emplacement on Balabac Island on 29 October. The Seventh AAF Liberators bombed Yap Island on 29 and 30 October. A single Navy Ventura search plane attacked the island also on 29 October. Antiaircraft fire was heavy.

Liberators of the 7th AAF dropped 49 tons of bombs on the 30th, and installations on Iwo Jima in the Volcano Islands on 29-30 October. These interdicting enemy positions were encountered; three were shot down, one was probably destroyed, and one enemy plane was lost.

**26 OCTOBER**

**U. S. Pacific Fleet Communique No. 169**

Shelling and strafing operations on Angaur and Peleliu Island in the Palau group continued on 29 and 30 October. Rears of the 4th Marine Aircraft Wing continued ground operations, dropped incendiary bombs on the holed-up enemy. Corsairs also destroyed enemy aircraft and gun emplacement on Balabac Island on 29 October. The Seventh AAF Liberators bombed Yap Island on 29 and 30 October. A single Navy Ventura search plane attacked the island also on 29 October. Antiaircraft fire was heavy.

Liberators of the 7th AAF dropped 49 tons of bombs on the 30th, and installations on Iwo Jima in the Volcano Islands on 29-30 October. These interdicting enemy positions were encountered; three were shot down, one was probably destroyed, and one enemy plane was lost.
I

In Chinese home waters was attacked by a concentration of aircraft, surface ships and destroyers from Luzon. The following damage was inflicted: one escort carrier sunk and several destroyers damaged. The enemy's northern force, comprising two battleships, one heavy cruiser and four destroyers, was completely accounted for in the action at least one battleship of the Yamashiro class and several cruisers and destroyers. The remnants retreated northwest through Surigao Strait under continued air attack from escort carriers, which inflicted additional losses and damage. Every hostile ship was either sunk or damaged. In this engagement we incurred extremely light losses, having several planes sunk or damaged and one destroyer damaged.

The enemy's southern force, four battleships and several cruisers with destroyers, gained control of one of our escort carrier groups off the east coast of Samar and attacked by gunfire. Our planes from that group and from an escort carrier group, which had sortied from Subic Bay and were attacked by our own planes off Samar and Paramushiru. Navy search planes were lost as the result of enemy action or the perils of the sea. The enemy lost several cruisers and destroyers and inflicted additional losses and damage. It is their version of the losses on both sides:

U. S. Pacific Fleet Communique No. 166

On 24 October (west longitude date), the enemy carrier task force which had been sighted off Singapore on the previous afternoon approaching from Japanese home waters was attacked by our carriers, escort carriers, surface ships and submarines of the Pacific Fleet during the day and throughout the night. Despite their support by enemy aircraft from bases in the Solomons, they were met with no damage to our ships involved in this action.

One large carrier exploded and sunk.

Japanese Win Oral Victory

Japanese communiques as broadcast from Tokyo made the usual fantastic claims of the losses on both sides; in their version of the losses on both sides:

U. S. Losses

Sunk: eight aircraft carriers, three cruisers, two destroyers and more than four transports.

Damaged: seven carriers, one battleship, two cruisers, 16 destroyers and more than four transports.

Planes shot down: about 500.

Japanese Losses

Sunk: one battleship, one carrier, two cruisers, one destroyer, 12 transports and six planes that have not returned.

Page 48
snored that the force moving eastward through the Sibuyan Sea included five battleships, the Yamato, Musashi, Nagato, Kongo and Haruna; eleven heavy cruisers; two light cruisers; two light destroyers; and seven or eight destroyers.

5. Meanwhile, to the eastward of the Philippines, enemy shore-based aircraft were attacking our carriers. In the battle that ensued, more than 100 enemy aircraft were shot down. Our losses, on which exact figures are not yet available, were light. In this attack, the carrier Princeton was hit by a bomb which caused a big fire. Later, the Princeton's magazine was hit, and the ship was so badly damaged that she had to be sunk by our forces.

6. Also on the afternoon of 22 October, a large sea plane discovered the presence of an enemy force approximately 100 miles southeast of northern Luzon, heading south. This force consisted of 11 warships: a large cruiser, a large carrier of the Zuikaku class; three light carriers of the Zuwa and Zuiho classes; two battleships of the Ise class with flight decks aft; a heavy cruiser of the Mogami class; a light cruiser of the Noshio class; and three cruisers of the Kiyo class and a warship.

7. To meet this threat the Commodore 3rd Fleet, concentrated federal of his carrier task groups and started northward at high speed for a day's battle.
left fires on Moku Jima in the Bonin Is- 
lands on 27 October. Seventh AAF Lib- 
erators started fires and bombed shipping in 
the harbor on 30 October. The next day another group of 7th AAF Lib- 
erators attacked the same harbor in- 
stallations and shipping again.

Ventura search planes, Fleet Air Wing 2 faced 2 bomb attacks on Wake Island on 
24 October. Two sampans were strafed. 
Enemy antiaircraft fire was inaccurate.

Mitchell bombers of the 7th AAF 
bombed the airfield and defense instal- 
lations on Nauru Island on 26 October, 
causing large fires. Anti-aircraft fire was 
meager.

Corsairs of the 4th Marine Aircraft Wing held a beachhead on Ponomo during 
28 October. One of our planes was slightly 
damaged by anti-aircraft fire.

Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing sank 
vessels of Fleet Air Wing 2 continued neu- 
tralization raids in the Marshall Islands during 
27 and 30 October.

ADVANCED HEADQUARTERS ON LETYTE— 
Further denies the naval engagement 
off Saipan Island on 25 October between our 7th Fleet escort carrier group and a 
numerically superior enemy force of four 
medium units, including three battle- 
ships and two destroyers. Two other 
motor torpedo boats were also driven ashore.

We lost two of our escort carriers, two 
destroyers, and two cryogenic storage tankers 
and sustained considerable casualties.

Formosa. Formosa was bombed and 
damaged by Japanese air attacks.

London. Admiralcy communiqué—Citi- 
rion-borne aircraft of the Royal Navy have 
carried out further successful attacks on 
enemy merchant vessels in the Norwegian Sea, and on coastal installations on the 
mainland.

During the course of these operations, 
which took place in the vicinity of Bodo, 
in the Norwegian lead, a total of six 
enemy ships were sunk. Two large vessels, 
two supply ships, a medium-sized tanker, an 
aircraft tender and two naval auxiliary vessels 
were sunk. One large U-boat was 
attacked and driven ashore in a damaged 
condition.

In addition, a large U-boat was sunk and another damaged by air attacks.

The next day another group of 7th AAF Luftwaffe aircraft 
was launched, but it did no damage. There 
were a few personnel casualties, however, from enemy air attacks on the vessel. The 
PT-boat was sunk as it tried to escape.

On 28 October, Corsair aircraft of the 2nd Marine Aircraft Wing 
strafed installations at Rota Island. Antiaircraft 
fire was meager. The next day Corsairs again 
strafed installations at Saipan.

Seventh AAF Thunderbolts of the 7th AAF bombed Pagan 
Island on 30 October.

Seventh AAF Aircraft carriers 
strafed ground installations at Rota Island. Antiaircraft 
fire was meager.

ADVANCED HEADQUARTERS ON LETYTE— 
The enemy is reported to have ferried 
under cover of darkness many reinforcements from 
Cebu andOrmoc on the west coast of Leyte. A raging typhoon, with winds up 
to 20 miles an hour, and drenching rains 
seriously interfered with all movements.

Our patrol planes sunk or se- 
riously damaged a larger tanker and two 
small freighters off the northeastern 
coast ... Bismarcks-Solomon: Light 
aircraft shelled coastal targets of oppor- 
tunity in the Bismarcks and northern 
Solomons.

Ten U. S. Navy aircraft—On 27 October 
the U. S. destroyer Plunkett and the 
French cruiser Duquesne were driven 
direct hits on enemy batteries on the French-Iranian frontier.

On 28 October the U. S. destroyers 
Glaive and Plunkett and the French 
cruiser Duquesne attacked an enemy 
battery and troop concentrations in the 
area. The battery was destroyed, and 
the whole area was well covered. During 
these bombardments fire was returned from 
the shore.

1 NOVEMBER

U. S. Pacific Fleet Communique No. 171

In the Second Battle of the Philippine 
Sea, 22-27 October (west longitude date), 
several U. S. ships of the 3d and 7th Fleets 
the latter under the command of General MacArdle) were damaged. The names of those ships will not be made public, nor will the extent 
and amount of damage be announced at 
the present time. Such information would 
be of value to the enemy in estimating 
accurately the size of our naval forces 
operating in Philippine waters and what 
shipping is available for them.

Mitchell bombers of the 11th AAF 
bombed Paramushiru in the northern 
Kurils, on 30 October. Four engines 
and destroying several small craft. 
Anti-aircraft fire was meager.

South A AF Aircraft on 29 October 
dropped bombs on the airfield at Yap 
Island, causing fires and explosions. 
Cor- 
sors of the 2d Marine Aircraft Wing 
after strafed the air- 

2 NOVEMBER

U. S. Pacific Fleet Communique No. 172

A single enemy PT-boat on the night of 
26 October (west longitude date) 
attempted to attack one of our beaches 
on Peleliu Island, in the southern Palau 
Islands, where cargo unloading was in progress.

A single PT-boat has been launched, 
but it did no damage. There 
were a few personnel casualties, however, from 
enemy air attacks on the vessel. The 
PT-boat was sunk as it tried to escape.

Seventh AAF Aircraft carriers 
strafed installations at Rota Island. Antiaircraft 
fire was meager.

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During the night of 1-2 November, Japanese minesweepers and seaplanes, presumably from the Inamuragasaki Command, destroyed or damaged two vessels in the harbor at Haha, on the southern tip of Paramushiru in the Kurils on 4 November. The 7th AAF Liberator aircraft dropped bombs on the target, and enemy shipping in Chichi Jima harbor in the S. Pacific was bombarded by our aircraft. Seven AAF Liberator aircraft attacked targets on Rota Island on 3 November. Other 7th AAF Liberator aircraft attacked enemy shipping in the vicinity of Rabaul and destroying huts in southern Bougainville. Light naval units and 403rd Fighter-Bomber Group aircraft hit and damaged an enemy installation on Rota Island and destroyed barges and trucks at both port areas. Six enemy planes were damaged by our aircraft, of which 58 were shot down. Enemy air opposition was weak, and only one AAF Corsair and one P-38 Lightning were lost. Fourteen Japanese fighter planes were shot down, and eight others were damaged.

During the night of 31 October, the 7th AAF Liberator aircraft engaged enemy-held positions in the Marshall Islands on 2 November. A single PBY of Fleet Air Wing 2 bombarded the island on 1 November, repeating the action the next day. A single PBY of Fleet Air Wing 2 bombarded the island on 1 November, repeating the action the next day.

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10 NOVEMBER

U.S. Pacific Fleet Communique No. 179

On 6 November (west longitude date) airplanes of the 11th AAF Liberators of Fleet Air Wing 4 bombed and strafed Formosa in the northern Visayas. They attacked nine self-propelled wooden barges off the east coast of Paramushiru, two of which were seen to blow up and sink. Our aircraft were intercepted by 15 to 29 enemy fighters, three of which were shot down, one probably shot down and one damaged. One of the Mitchells was lost.

On 8 November 11th AAF Liberators attacked Paramushiru, Misusowa and Omekon Islands but no results were reported.

Liberators of the 7th AAF on 7 November bombed two barges at Haha Jima in the Bonin Islands. Results. At Chichi Jima a direct hit was scored on a medium cargo ship. A Navy seaplane Liberator bombed and burned one of the Volcano Islands on 8 November. On 9 November airplanes of the 4th Marine Aircraft Wing strafed the phosphate works and airfield at Rota Island. Corsairs and Avengers destroyed a sugar mill on 8 November. Thunderbolts of the 7th AAF strafed and neutralized installations on Pagan Island on 8 November.

Seventh AAF Liberators bombed Marcus Island on 8 November.

ADVANCED HEADQUARTERS ON LANTE—Our fighters, ranging from local airmen, drove numerous enemy fighters and strafing attacks on enemy installations and shipping. Two barges and a small vessel were destroyed and several other craft damaged.

11 NOVEMBER

ADVANCED HEADQUARTERS ON LANTE—An enemy convoy of four large cargo ships and 12 destroyers bearing troop reinforcements landed at Ormoc Bay last night. In a series of massive anti-aircraft and strafing attacks, the enemy aircraft were destroyed and several other craft damaged.

Borneo—Air patrols over the northern Borneo and southern Luzon sank two 2,000-ton freighter in Ragay Gulf and damaged three others. Two aircraft come down in the Ormoc area and probably destroyed five others. We lost four bombers and four fighters.

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12 NOVEMBER

U. S. Pacific Fleet Communique No. 180

Carrier-based Hellcat fighters, Avengers, torpedo planes and Helldiver dive-bombers of the 3d Fleet attacked a convoy just outside Ormoc Bay on 10 November (off longitude date), destroying or probably destroying three large transports, one medium transport, five destroyers and one destroyer escort, which one was apparently attempting to reinforce enemy shipping in the north. From the convoy, consisting of three large transports, one medium transport, five destroyers and one destroyer escort, was apparent that the convoy consisted of the following:

- One transport seen to explode and sink.
- Two destroyers seen to sink.
- One destroyer escort seen to sink.
- One destroyer left awash, thought to have sunk.
- One destroyer with bow blown off, thought to have sunk.
- One destroyer damaged.

The three other transports seen to sink.

14 NOVEMBER

U. S. Pacific Fleet Communique No. 182

Hellcat fighters, Avengers, torpedo planes and Helldiver dive-bombers of the 3d Fleet attacked enemy convoy off longitude date. The following damage was done to enemy shipping:

- One light cruiser badly damaged.
- One aircraft carrier probably sunk.

An estimated 11 cargo vessels and oilers were probably sunk or badly damaged.

One floating drydock hit by torpedoes.

Many docks in Manila Bay and another 10 were sunk near Luzon. In addition, 20 intercepting enemy aircraft were all shot down over Luzon and 10 others were shot down near the task groups.

An estimated 150 to 140 single and twin-engine enemy planes were shot down over Leyte and Samar. Manila and Clark air strips were strafed. One of our surface ships was damaged.

The carrier task groups engaged in this operation were under the tactical command of Rear Admiral Frederick C. Sherman, U.S.S.

Corsairs of the second Marine Aircraft Wing attacked Palau area on 11 November. One small cargo vessel was probably sunk, Koror, Malakal, and Arakanesten, in the Palau area, on the same day. Avengers and A-26 bombers of our 3d Bomber Group hit air strips the same day.

Liberators of the 7th AAF on 12 November bombed Koror Island, sinking one Japanese destroyer previously damaged near Golou in the Palau area. Our planes were intercepted by enemy aircraft in the air, but it is believed that most of the pilots and aircrews were probably shot down.

Liberators of the 7th AAF on 10 November bombed Koror Island, setting several ships afire. Seven small transports in the northwestern Palauas were hit by Catalinas of Fleet Air Wing 1 and Corsairs and Avengers of the 8th Marine Aircraft Wing in night operations, and two fuel dumps were set afire.

Airfields on Peleliu Island and Angaur Island are being attacked by U.S. land-based aircraft of the 2nd AAF and the 1st Carrier Task Group.

On 10 November Corsairs of the 2nd Marine Aircraft Wing attacked Ngogom on Peleliu Island, the northwestern Palauas, sinking one barge and setting Are to fuel tank. Moderate antiaircraft fire was encountered.

10 November attack of the 2nd Marine Aircraft Wing on the Palauas resulted in large explosions near antiaircraft gun positions. A Navy search Liberator on 10 November dropped bombs on Iwo Jima in the Volcano Islands. Other Liberators bombed Iwo Jima in the Bonins. Other Liberators strafed and destroyed a Japanese destroyer overseas damaged near Golou in the Palau area.

Liberators of the 7th AAF on 10 November bombed Koror Island, setting seven ships on fire. Seven small transports in the northern Palauas were hit by Catalinas of Fleet Air Wing 1 and Corsairs and Avengers of the 8th Marine Aircraft Wing in night operations, and two fuel dumps were set afire.

Airfields on Peleliu Island and Angaur Island are being attacked by U.S. land-based aircraft of the 2nd AAF and the 1st Carrier Task Group.

On 10 November enemy-held positions in the Marshalls were neutralized by Navy search Liberators, Thunderbolts of the 5th Marine Aircraft Wing in the Marianas without encountering resistance. On 10 and 11 November, Corsairs of the 2nd Marine Aircraft Wing also attacked installations on Rota on 10 November.

On 10 November enemy-held positions in the Marshalls were neutralized by Navy search Liberators, Thunderbolts of the 5th Marine Aircraft Wing in the Marianas without encountering resistance.

On 11 November Corsairs of the 2nd Marine Aircraft Wing strafed and attacked a Japanese ship in the northwestern Palauas, killing two Japanese marines. Several LCIs were caught by our aircraft in the morning entering Ormoc Bay.

ADVANCED HEADQUARTERS ON LEYTE - Our planes continued to neutralize enemy-held positions in the Marshalls.

LONDON, Air Ministry communique - An enemy convoy which was attempting to make a northward passage off the coast of this island was intercepted on the night of 12 November by ships of the Home Fleet.

The convoy, which included M-class mineweepers, was engaged off Lister Ford, south of Eggardon. The attack took the enemy completely by surprise, and in the course of a brisk action all enemy minesweepers were either blown up or sunk and one of the escort vessels was set on fire.

In order to carry out the attack His Majesty's ship, which was inshore, bringing them within range of enemy coastal batteries. The shore batteries were engaged by the return fire of His Majesty's ships sustained any material damage.

15 NOVEMBER

ADVANCED HEADQUARTERS ON LEYTE - Units of the 7th Division on the west coast repulsed a small enemy force attempting to land from barges at Dan- dalan, 14 miles south west Ormoces on an enemy convoy and destroyed two enemy transport vessels.
Kang the night of 15 November, scoring direct hits on the target. They sank one enemy cargo vessel and damaged another in the harbor. The night of 14 November a large enemy freighter was sunk in the harbor.

16 NOVEMBER

U. S. Pacific Fleet Communique No. 183

A revision based on evidence gathered after the carrier task group attacks in the western Carolines.

On 10-11 November search bombers of the 7th AAF pounded docks and a radio station on Haha Jima. On 13 November a large enemy freighter was sunk.

17 NOVEMBER

U. S. Pacific Fleet Communique No. 184

Before dawn on 10 November (west longitude date) ships of the Pacific Fleet began search operations in the Manila area.

18 NOVEMBER

U. S. Pacific Fleet Communique No. 185

Aircraft from a carrier task force under the command of Vice Admiral J. S. Halsey continued to pound the Japanese in the western Carolines.

20 NOVEMBER

U. S. Pacific Fleet Communique No. 186

Aircraft from a carrier task force under the command of Vice Admiral J. S. Halsey continued to pound the Japanese in the western Carolines.

21 NOVEMBER

U. S. Pacific Fleet Communique No. 187

Aircraft from a carrier task force under the command of Vice Admiral J. S. Halsey continued to pound the Japanese in the western Carolines.
Unit Citation Awarded To Three Submarines And a Destroyer Escort

Three submarines and a DE have recently received the Presidential Unit Citation—the USS Sand Lance, USS Harder and USS Seahorse for outstanding performance against enemy surface forces in Japanese-controlled waters, and the USS England for destroying six enemy ships in 12 days. The Sand Lance was cited for striking a jap cruiser and destroying thousands of enemy shipping. Operating far from her home base, she skillfully evaded hostile escorts and air patrols, and tracked her targets doggedly under the most dangerous and difficult weather conditions. Resolute and daring in combat, the Harder struck wherever the enemy could be found, sinking or damaging thousands of tons of hostile shipping. The Seahorse employed highly aggressive tactics in inflicting extensive damage on Japanese combatant units and heavily escorted convoys. Her accurate torpedo fire sank an exceptionally large amount of enemy shipping and damaged other vessels.

The England, skillfully coordinating her attacks with other vessels and with cooperating aircraft between 19 and 31 May 1944, dealt her devastating blows to enemy operations during a particularly crucial period and disrupted attempts by the enemy to evacuate key units. By this heavy loss to the enemy, she contributed substantially to the advance of the fleet in the occupation area of additional enemy-held territory.

40th CB Honored by Army For Work Under Jap Fire

For clearing and repairing an airstrip under fire on Los Negros Island last 2 March, the 40th Construction Battalion has been awarded the Army’s Distinguished Unit Badge (comparable to the Navy’s Presidential Unit Citation).

The Seabees landed while the area was still under enemy fire and began work. It became commonplace for the operators to be fired upon by snipers, and for the operators to return the fire while continuing their work. When it became necessary to clear fire lanes into the jungle to permit concentration of automatic-weapons fire, the bulldozer operators cut the required lanes in superb disregard of enemy fire.

After working most of the day and night, small parties of Seabee personnel still found time during their few hours of leisure to rout out small bands of the enemy, to locate and report pillboxes and otherwise carry the offensive to the Japanese positions. Their fighting spirit created an immediate resurgence of the offensive spirit in weary Army troops.

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NAVAIR CROSS AWARDS

John D. Crowley
Comdr., USN

John A. Tyrre Jr.
Comdr., USN

Roy M. Davenport
Lt. Comdr., USN

John B. Rowe
Lt. Comdr. (MC)


NAVAIR CROSS cont.

that the other two craft in his division might score the final devastating hits, thereby contributing in large measure to the sinking of the carrier.

★ James W. Daugherty, CWT, USNR, Bokoshe, Okla.: When an enemy bomb severely damaged his ship during the Sicilian campaign, he heard the cries of men who were trapped in the after fire room. He went to the aid of his helpless comrades and cut away a blackout device, entered the fast flooding, steam-filled compartment and assisted the imprisoned crew members to safety.

★ Rear Admiral Lyal A. Davidson, USN, Washington, D. C.: As commander of a naval task force during the invasion of Southern France, he exercised sound judgment and tactical ability in disposing of his ships to the invasion of Southern France, he contributed materially to the success of our forces.

★ Rear Admiral Irish S. De Lany, USN, Washington, D. C.: As assistant chief of staff and operations officer on the staff of CincPac from 1 Feb. 1941 to June 1942, he displayed the highest qualities of judgment and initiative, thereby contributing materially in the prosecution of the war against Japan.

★ Rear Admiral Calvin T. Durgin, USN, Palmyra, N. J.: As commander of a major task group during the amphibious invasion of southern France, he exhibited marked skill and extreme energy in providing for carrier-based air support during the assault landings. His aggressive leadership contributed materially to the early establishment of the beachhead and the rapid advance of the occupying forces.

★ Rear Admiral Lynde D. McCormick, USN, Kernville, Calif.: As commander of a naval task force prior to the landing in Normandy, he worked tirelessly to develop sound and complete plans for the execution of the assault. His ability and leadership contributed in large measure to the success of our forces in this strategic operation.


★ Commodore (then Capt.) Humbert W. Ziroli, USN, New York, N. Y.: As commanding officer of the USS Brooklyn during the Sicilian campaign, he operated under persistent bombing attacks and well within range of enemy shore artillery in close support of the 3d Division. Gunnery of his vessel destroyed several positions and shore batteries and contributed in large measure to the success of our forces.

★ Capt. Charles Allen, USN, Annapolis, Md.; Comdr. Harold Blesemier, USN, Modesto, Calif.; Comdr. William A. Floy, USN, Summit, Miss., and Comdr. Beverly A. Hart, USN, Portsmouth, Va.: As commanding officers of U. S. vessels during the invasion of Sicily, they gallantly fought their ships through repeated bombing attacks and effected the landing of embarked troops and equipment with
marked efficiency. Upon completion of these operations, they skillfully retired from the combat area without damage to their vessels.

★ Capt. (then Comdr.) Thomas H. Binford, USN, Aberdeen, Miss.: As commander of Destroyer Division 58 during the Java Sea campaign, he worked in close liaison with the Dutch commander of the Allied striking forces, and through his adherence to adequate maintenance and communications facilities, he contributed materially to the destruction of Japanese surface forces without loss to his own command.

★ Capt. Edward W. Cleton, USN, Arlington, Va.: As material officer on the staff of Commander Air Force, Atlantic Fleet, fom March 1943 until July 1944, he organized and supervised the equipping, overhaul, repair, procurement and assignment of aircraft and aircraft material for all squadrons and other units. He also was responsible for equipping and installing military changes in the planes of many carrier air groups destined for the Pacific.

★ Capt. John P. Cromwell, USN, Henry, Ill. (missing in action): As commander of Submarine Division 45 from December 1943 to December 1944, he handled the varied and complex details of his assignment with skill and initiative. Under his leadership his vessels completed eight war patrols and sank many tons of enemy shipping.

★ Capt. Ranson K. Davis, USN, Gainesville, Fla.: As chief of staff to a naval task force during the invasion of Sicily, he skillfully assisted in the planning and subsequent execution of landings at Terranova, Sardinia and Salerno, and contributed materially to the rapid advance of the 7th Army toward Messina.

★ Capt. Stephen R. Edison, (SC), USN, Chevy Chase, Md.: As staff officer on the staff of Commander U. S. Naval Forces, Northwest African Waters, during the Sicilian and Italian campaigns, he arranged many complex details of organization and administration so that effective logistic support could be adequately provided.

★ Capt. Marshall R. Greer, USN, Scantons, Pa.: As commander of an escort carrier task group operating in the Atlantic from May to October 1943, he carried out his duties so successfully that no vessels were lost in the convoys escorted by his task group.

★ Capt. John P. Heath, USN, Camden, S. C.: As force aviator of the Western Naval Task Force, he coordinated the operations of all air groups during the invasion of France and thereby contributed greatly to the success of the operation.

★ Capt. Francis M. Hughes, USN, Selma, Ala.: As commanding officer of the USS Block Island and commander of an Atlantic Fleet antisubmarine task group, he achieved outstanding combined convoy and surface operations against enemy U-boats. The aggressiveness of the attacking units and the close cooperation between them, and the destruction of more enemy submarines were sunk by any other similarly engaged task group during the same period.

★ Capt. Benjamin B. C. Lovett, USN, Baltimore, Md.: As air officer on the staff of Commander 7th Amphibious Force, he assisted in the preparation of plans for numerous vital combat operations in strategic areas. He effectively coordinated the various forces involved and contributed materially to the success of task force operations.

★ Capt. Charles J. Moore, USN, Decatur, Ill.: As chief of staff to the Commander 5th Fleet from August 1943 to September 1944, he supervised the meticulous planning of operations and directed the intricate details of their execution in the Gilbert, Marshall and Marianas Islands. He contributed to their capture and to the decisive defeat of major Japanese fleet units in the Battle of the Philippine Sea.

★ Capt. John E. Reinburg Jr., USN, Cautillo, Tex., as staff officer of the Naval Advanced Amphibious Base, Dartmouth, Devon, he exhibited outstanding skill in supervising the operations of many carrier air groups and directed the intricate details of their execution in the Gilbert, Marshall and Marianas Islands. He contributed to their capture and to the decisive defeat of major Japanese fleet units in the Battle of the Philippine Sea.

★ Capt. John B. Rooney, USN, Newport, R. I.: As commander of a destroyer during the Sicilian campaign, he directed his ships in carrying out vital screening and shore bombardment missions. On the night of 3-4 August 1943, his task group in an attack against a hostile convoy off the Lipari Islands in which an Fighter and an E-boat were sunk.

★ Capt. Giles E. Short, USN, Washington, D. C.: As commander of the first escort carrier task group to operate in the Atlantic, from April to June 1943, he displayed such skill and efficiency that no vessels were lost in the convoys escorted by his task group.

★ Capt. Samuel R. Shumaker, USN, Washington, D. C. (posthumously): As commander of the USS New Orleans in the Solomons from 24 July 1943 to 7 April 1944, he skillfully directed the operations of his vessel in numerous vital missions during this period of intense activity and contributed in large measure to the success of our forces.

★ Capt. Harry R. Thubur, USN, Honolulu, Wash.: As operations officer on the staff of Commander, South Pacific Area and South Pacific Force, from 24 Dec. 1942 to 24 Nov. 1943, he meticulously planned, organized and coordinated activities of the various units in the area, contributing materially to the success of our forces.

★ Capt. Charles W. Wellborn Jr., USN, Los Angeles, Calif.: As commander of a destroyer squadron during the invasion of Sicily, he organized and coordinated the activities of port security, minesweeping, convoy, routing, salvage and gunfire support for the 7th Army in the Palermo area. He commanded the amphibious landing in darkness behind the enemy lines at Troina with resourcefulness and extraordinary ability.

★ Capt. Timothy F. Wellings, USN, East Boston, Mass.: As training and gunnery officer on the staff of Commander Naval Air Force during the invasion of Normandy, he planned the training phases of the actual assault and contributed to the success of the landing operation.

★ Capt. Charles J. Wheeler, USN, Mobile, Ala.: As commanding officer of a warship in the Central and South Pacific areas from 1 Sep. 1943 to 23 June 1944, he maintained his ship at the highest point of efficiency at all times and contributed to the combat readiness of his command through numerous engagements and campaigns during this important period.

★ Comdr. James H. Barnard, USNR, New York, N. Y.: While serving as assistant force officer on the staff of Commander 7th Amphibious Force, he assisted in the preparation of medical plans for the Woodlark-Kirwiana, Laccadivas and other areas. He contributed effectively and assiduously for the sick and wounded while subjected to enemy fire.

★ Comdr. John W. Buys, USN, Culver, Ind.: As force operations officer of the Western Naval Task Force, he displayed outstanding professional skill during the planning and training phases and the amphibious assault landing of the 1st U. S. Army in Normandy. His tireless devotion to duty contributed immeasurably to the success of the Normandy campaign.

★ Comdr. Julian M. Boit, USNR, Chelottavia, Va.: As flag secretary on the staff of Commander Amphibious Force, Atlantic Fleet, and on the staff of Commander U. S. Naval Forces, Northwest African Waters, during the invasions of French Morocco, Sicily and Italy, he organized the records and processed all procedures which resulted in the efficient administration of a rapidly growing force.

★ Comdr. Liles W. Creighton, USN, Houma, La.: As commanding officer of the USS Ludlow while it was operating off the north coast of Sicily from 1 to 18 Aug. 1943, he fought his ship skillfully and inflicted severe losses on enemy aircraft during frequent air attacks, bringing the Ludlow through without serious damage. His vigorous and effective shore bombardment in support of Army forces contributed in large measure to the success of our forces.

★ Comdr. Charles H. Crichton, USN, Loveland, Colo.: While commanding a warship and having established contact with a Japanese submarine and skillfully dropped a depth-charge pattern which probably inflicted serious damage to the sub. In conjunction with another
vessel, he so coordinated the action as to probably destroy the enemy vessel.

* Comdr. Frederick D. King, USN, Kane, Pa.: As force communications officer of the Western Naval Task Force during the amphibious landing in Normandy, he coordinated all communication activities so that all commanders were able to communicate with the echelons above and below them. He contributed immeasurably to the success of the amphibious landing and the Normandy campaign.

* Comdr. Reginald R. McCracken, USN, Albin, Iowa: While on the staff of Commander Fleet Air Wing 4 during the Aleutian Islands campaign, he prepared search and patrol plans preliminary to the recapture of Attu and Kiska and directed details of their execution. His sound judgment and counsel contributed greatly to the success of operations of the wing to the successful operations of the 7th Fleet against the enemy.

* Lt. Comdr. Charles W. Brewer, USN, Twin Falls, Idaho: From March to December 1943, he commanded an aircraft squadron from March to December 1943 which attacked and sank several enemy ships, thereby to our success in the campaign against the enemy.

* Lt. Comdr. John L. Maloney, USNR, Staten Island, N. Y.: As commanding officer of the USS Strive during the Sicilian campaign, he went to the assistance of one of our destroyers which had been damaged by enemy bombers. He maneuvered the Strive alongside despite continual threats of air and submarine attack and skillfully controlled the flooding while towing the damaged vessel into Palermo harbor.

* Lt. Comdr. John H. L eWhorter, USNR, Berkeley, Calif.: As commanding officer of a destroyer escort during June 1944, he sighted and attacked an enemy ship and assisted in destroying it with accurate and effective gunfire.

* Lt. Comdr. Francis C. Pollard, USCG (Ret), Balboa Island, Calif.: As commanding officer of the USCGC Northwind from June 1942, he contacted a U-boat and maneuvered for action. Although handicapped by inadequate equipment and a limited number of depth charges, the Northwind delivered two vigorous attacks which probably destroyed the submarine.

* Lt. Paul A. Alfieri, USNR, Bronx, N. Y.: During the invasion of Sicily in July 1943, he displayed remarkable skill, keen initiative and untiring energy in making available information of great value in planning future operations. He contributed in large measure to the success of our invasion forces.

* Lt. George M. Caldwell (MC) USNR, White Sulphur Springs, W. Va.: When all light and ventilation were lost aboard his ship by a bomb hit during the Sicilian campaign, he administered medical attention to the injured with calmness and resourcefulness. He was responsible for keeping the loss of life to a minimum through his judgment and professional skill.

* Lt. (jg) Frank Ammons, USNR, Elkhart, Ind.: He was commanding officer of the LCP 552 during the invasion of Sicily when his craft, carrying a cargo of high explosives and inflammable material, was suddenly attacked by a low-flying enemy plane. He fought his ship so skillfully that the plane was destroyed.

* Lt. (jg) Francis M. Boreykowski, USN, Lyndon Station, Wis.: When an enemy bomb inflicted severe damage on his ship during the Sicilian campaign, he cooly entered the flooded, steam-filled engine room, surveyed the extent and nature of the damage and then quickly proceeded with control measures.

* Lt. (jg) Robert D. Frey, USNR, St. Louis, Mo.: He was serving aboard the USS Mayrant during an enemy air raid on the harbor of Palermo, Sicily, on 1 Aug. 1943, when bomb hits close to the destroyer exploded ammunition. He steadfastly remained at his station and continued to direct the fire of his battery, probably damaging or destroying one or more of the hostile planes.

* Lt. (jg) Hugh B. Hughes (SC), USN, Eastport, Md. (posthumously): As assistant to the force supply officer of a major naval task force during the campaigns against French Morocco, Sicily and Italy, he rendered invaluable service in connection with the supply of large naval unit throughout a period of more than a year.

* Chief Gunner Faye M. Lightner, USN, Mountain Grove, Va.: As battery control officer and rangefinder operator aboard the USS Mayrant when it was attacked by enemy planes on 26 July 1943, he obtained a rangefinder solution within 20 seconds after the sighting of enemy planes and directed the guns under his control in fighting off the attacking aircraft. At the height of the engagement, when the gunnery officer was wounded and unconscious, he assumed control of the main battery and shot down one plane and seriously damaged another.

**Gold Star in Lieu of Third Silver Star Medal**

* Comdr. (then Lt. Comdr.) Donald J. MacDonald, USN, New York, N. Y.: As commanding officer of the USS O'Bannon, he was awarded the hazardous task of intercepting and preventing the Japanese from evacuating the beleaguered troops from the Vella Lavella area on the night of 6-7 Oct. 1943. He closed to 7,000 yards and engaged nine enemy ships with a devastating torpedo and gunfire attack. He contributed in large measure to the sinking and damaging of several Japanese vessels, and rescued the survivors from a severely damaged vessel of his squadron.

**Gold Star in Lieu of Second Silver Star Medal**

* Comdr. Brooks J. Harral, USN, Canandaigua, N. Y.: While commanding officer of a submarine from 11 Dec. 1943 to 12 Jan. 1944, he maneuvered his vessel into position and succeeded in sinking two enemy ships totaling 17,900 tons and damaging one vessel of 10,800 tons.

* Comdr. (then Lt. Comdr.) George E. Peckham, USN, Cresco, Iowa: As
commanding officer of the USS Selfridge, he sought out and engaged nine Japanese ships that were attempting to evacuate beleaguered troops from the Vella Lavella area on the night of 6-7 Oct. 1943. When the other two vessels of his squadron were severely damaged and compelled to withdraw, he continued engaging his ship until the enemy was repulsed. He greatly contributed to the sinking of one or more hostile ships and the damaging of three others.

**Silver Star Medal**

**Capt. (then Comdr.) Thomas H. Binford, USN, Aberdeen, Miss.:** Commanding Destroyer Division 58 during the Battle of the Java Sea, he fought his ships boldly, going in unsupported to deliver a successful torpedo attack against two Japanese heavy cruisers and seven light cruisers. He forced the Japanese to break off the attack, thereby enabling the Allied ships to regain their battle formation.

**Capt. (then L.t. Comdr.) Edward N. Parker, USN, Bellefonte, Pa.:** As commanding officer of Destroyer Division 59 and in command of the second section of Destroyer Division 58 during the Battle of the Java Sea, he was courageous and daring in the face of severe enemy fire. He delivered a successful torpedo attack against two Japanese heavy cruisers and seven light cruisers, forcing the Japs to break off the attack and enabling the Allied ships to regain their battle formation.

**Comdr. Homer F. McGee, USN, Westwego, La.:** As commander of a task group of LCIs during assaults on Lae and Finschhafen, he skillfully maneuvered his ships toward their objectives and, while planes bombed and strafed his forces and machine guns and mortars blasted them from the beaches, he fearlessly beached and unloaded his vessels. Although several of his craft were damaged, he completed his mission and withdrew on schedule.

**Comdr. Charles O. Triebel, USN, Peoria, Ill.:** As commanding officer of a submarine during a successful war patrol in the Pacific, he pressed home a series of skilful attacks which resulted in the sinking of an important amount of hostile shipping and the damaging of a motor-driven cargo vessel. He also struck at a heavily escorted convoy and sank a large Japanese transport.

**Lt. Comdr. Jack E. Gibson, USN, Pontiac, Mich.:** As patrol leader of a motor torpedo boat flotilla in the South Pacific from 23 August to 14 Oct. 1943, he directed the operations of his boats with great tactical skill. On the night of 13-14 October his patrol was reported and was ambushed, strafed for seven hours, but his boats avoided damage and casualties and shot down an enemy plane and captured its pilot.

**Lieut. Jack M. Britow, USNR, Norfolk, Va.:** As commanding officer of an LCT (6) at Arawe, New Britain, on 16 and 17 Dec. 1943, he skillfully maneuvered his ship during a dozen air and antiaircraft attacks and assisted other vessels in sending up heavy volumes of antiaircraft fire against the attackers. When the commander of his division was incapacitated, he assumed command and directed the departure and return to base.

**Lieut. Donald E. Craggs, USNR, Norwalk, Calif.:** As assistant engineer officer of the USS Mayrant when it was damaged by a bomb which landed near Palermo, Sicily, on 26 July 1943, he promptly entered the flooded forward fire room, from which live steam was pouring, and carried a seriously wounded comrade to safety. He then organized and directed the repair of pumps and their operation until the flooding of the compartment was controlled.

**Lieut. James W. Liddell, Jr., USN, Evanston, Ill.:** As navigator and assistant approach officer of a submarine during its first war patrol, he expertly navigated his ship through confined Japanese-controlled waters. He contributed in large measure to the success of his vessel in destroying an enemy ship in each of several attacks and in damaging two others in heavily escorted convoys.

**Lieut. Richard K. Margetts, USN, San Diego, Calif.:** As commander of a division of assault boats during the invasion of Italy, he effected the landing of the initial assault-boat waves against strong enemy fire from beach defenses. Later he went to the assistance of a boat group attempting to land on an adjacent beach and delivered concentrated rocket fire which cleared the way for the landing. He then assisted in the rescue of personnel from a stranded landing craft which was under fire of enemy fire and continued to render aid in the immediate assault area through the difficult period of the attack.

**Lieut. Cyril R. Taylor, USNR, Mt. Vernon, N.Y. (posthumously):** When his PT-boat was bombed by an enemy fighter plane while patrolling with another torpedo boat on 13 March 1944, he directed highly effective evasive tactics and enabled his crew to destroy the Jap plane and bring the torpedo boat through without casualties among personnel or damage to the vessel.

**Lieut. Peter L. Vander Jagt, USNR, Grand Rapids, Mich.:** As boat division officer 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 machine-gun and mortar fire, made each landing on schedule at the designated points without the loss of a single craft or use of navigational aids or markers.

**Lt. (jg) Leonard J. Mason, Jr., USNR, Millbrook, N.Y. (missing in action):** As pilot of a torpedo plane, he participated in a strike against warships of the Japanese fleet off the Marianas on 20 June 1944. Flying through intense antiaircraft fire, he pressed to within point-blank range of his targets in a vigorous attack which resulted in three torpedo hits and four possible hits being scored on the enemy warships.

**Ens. Frederick N. Moses Jr., USNR, Hermosa Beach, Calif. (posthumously):** As standing officer of the LCT (6) 540 during the invasion of France, he maneuvered his ship skillfully through hazardous waters and remained at the control station in the face of point-blank artillery fire. Despite numerous hits on the vessel and casualties among personnel, he successfully beached it before he himself was mortally wounded.

**Fred W. Witter, CTM, USNR, Harrison, Me.:** As chief of the boat division of the submarine, he skillfully aided in maintaining the efficiency of the control room during diving and maneuvering. His endurance and inspiration to the crew under trying conditions was an inspiration to the crew under trying conditions.

**Capt. K. Johnakin, BM1c, USN, Norfolk, Va.:** During the invasion of Normandy he directed and assisted in taking his unit's equipment ashore, then carried to the LCT of his unit's equipment ashore, then carried to the LCT and then moved a number of burned soldiers ashore by having them cling to the boat as it was towed ashore under enemy fire. Later he led a volunteer group which returned to the abandoned landing ship and recovered the balance of his unit's equipment and gear.

**Michael Kruk, MM1c, USNR, Philadelphia, N.J.:** During the invasion of Normandy he directed and assisted in taking his unit's equipment ashore, then carried to the LCT and then moved a number of burned soldiers ashore by having them cling to the boat as it was towed ashore under enemy fire. Later he led a volunteer group which returned to the abandoned landing ship and recovered the balance of his unit's equipment and gear.

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**Gold Star in Lieu of Third**

**DISTINGUISHED FLYING CROSS**

*Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action): As commander of a carrier-based fighter squadron, he led component parts of the group on a bold take against enemy merchant shipping near the Marianas on 15 June 1944. His fighters forced down a Japanese destroyer, three escort vessels and numerous other craft.*

*Comdr. (then Lt. Comdr.) Robert H. Isely, USN, Los Angeles, Calif.: Leading his squadron in four assaults against Palau on 30-31 March 1944, he skilfully directed the laving of mine fields which completely blocked the main channel to Palau harbor. His squadron seriously damaged several enemy vessels by rocket and bombing attacks and destroyed six important Jap ships in the face of severe anti-aircraft fire.*

*Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): Disregarding tactical skill in the face of intense anti-aircraft fire, he led a torpedo squadron in repeated attacks against a large concentration of hostiles at Palau harbor on 30 and 31 March 1944. A result of this inspiring leadership, one merchant ship and one destroyer were sunk, sure hits were secured on nine other vessels and probable hits on four others, ground installations were heavily bombed and valuable photographs were taken.*

**Gold Star in Lieu of Second**

**DISTINGUISHED FLYING CROSS**

*Comdr. Charles W. Brew, USN, Tulsa, Okla. (missing in action): While on antisubmarine patrol, he sighted a surfaced enemy U-boat and commenced an effective strafing attack. He concentrated his fire on the conning tower, preventing the sub's anti-aircraft guns from being manned, and fired over 1,000 rounds at close range. The result was a violent explosion and flame which filled and enveloped the conning tower and superstructure of the submarine.*

*Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): As commander of a torpedo squadron in the Pacific from February 1943 to April 1944, he participated in several extremely daring missions to rescue flyers forced down in enemy waters. During a vital period of offensive activities, he led his squadron in damaging attacks on Japanese shipping and shore installations, and in close support of subsequent landing operations.*

*Lieut. Melvin C. Hoffman, USNR, Salt Lake City, Utah: After escorting bomber planes safely to their target at Kwajalein on 4 Dec. 1943, he attacked a Jap seaplane and burned two others on the seaplane ramp. When his team was attacked by 19 enemy fighters, he skillfully handled the tactical maneuvers of his entire team and worked his way back to the rendezvous point.*

*Lieut. Gerald G. Hogan, USNR, Brooklyn, N. Y.: Piloting a torpedo bomber attached to the USS Cord during August 1943, he sighted and attacked a large seaplane. He boldly flew in against heavy anti-aircraft fire to deliver two perfectly executed bombing attacks which probably destroyed the submarine.*

*Lieut. John B. Vivian Jr., USNR, New Rochelle, N. Y. (missing in action): When a daylight strike was ordered on Miyashino airfield, Shimushu Island, to protect a surface task force from possible air attack by Jap bombers, he volunteered to lead a six-plane flight of medium bombers on a highly hazardous mission. Without fighter escort or cover, he flew over the target, daringly pressed home an accurate glide-bombing attack on the assigned area.*

**DISTINGUISHED FLYING CROSS**

*Comdr. (then Lieut.) Porter W. Maxwell, USNR, Clarkesville, W. Va.: Piloting a divebomber in the Solomon area from 3 October to 4 November 1942, he fought with outstanding skill against a large concentration of hostiles at Palau harbor on 30 and 31 March 1944. As a result of his inspiring leadership, one merchant ship and one destroyer were sunk, sure hits were secured on nine other vessels and probable hits on four others, ground installations were heavily bombed and valuable photographs were taken.*

*Lt. Comdr. Rolla S. Lemmon, USNR, Long Beach, Calif. (missing in action): While returning to his carrier after leading a successful assault on Savo, New Guinea, on 21 April 1944, he detected a Japanese bomber which was attacking his aircraft carrier. He attacked the enemy plane and destroyed the plane. Later the same day he shot down another bomber and destroyed a large loaded with Japanese soldiers, killing about 20 of them.*

*Lt. Comdr. John R. Little, USNR, Southgate, Ky. (posthumously): As commander of a bombing squadron in the Solomons from 29 October to 13 December 1943, he led two strikes against heavily fortified enemy installations at Kahili airfield, Bougainville, and inflicted severe damage upon the runway and personally scored hits on hostile anti-aircraft positions. Later he led a vigorous assault on Kara airfield and released his own bomb over the airstrip with devastating results.*

*Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): On 30 and 31 March 1944, he led his squadron in attacks against enemy ships in the strongly defended harbor at Palau in the face of intense resistance. His plane was severely damaged, and he and copilot, respectively, of a Liberator, were quickly destroyed by the Japanese fighter planes. Later his squadron sank one merchant ship and one destroyer, scored 31 sure hits on nine other ships, took valuable photographs, and dumped 26 tons of bombs on ground installations.*

*Lt. Comdr. Ernest W. Wood Jr., USNR, San Francisco, Calif.: As commander of an air group attached to the USS Princeton in action in the Marianas from 11 to 19 June 1944, he led his group on numerous strikes against enemy shipping and installations in support of our ground forces. He destroyed parked aircraft and severely damaged military positions, later carrying out hazardous reconnaissance flights at low altitudes to determine the damage inflicted in these raids.*

*Lieut. Russell P. Bone, USNR, Leh, Utah, and Lieut. Howard P. Schuster, USNR, Phoenix, Ariz. (both missing in action): When a daylight strike was ordered on Miyashino airfield on Shimushu Island to protect a surface task force from possible air attack by Jap bombers, they volunteered for this hazardous mission and flew the last 100 miles to the target without fighter escort or cloud cover. Although given discretionary authority to turn back if they were overcome through strong fighter opposition and intense anti-aircraft fire to make a determined glide-bombing attack upon the assigned target.*

*Lieut. Kenneth E. Cotton, USNR, Sun Marino, Calif. (missing in action): Flying escort for an air group during a strike against Japanese surface units at Kwaajalein on 4 Dec. 1943, he personally shot down in flames two fighters and contributed to the destruction of 17 other fighting planes and one bomber, and the probable destruction of two other planes.*

*Lieut. Robert S. Merritt, USNR, Arcadia, Calif.: As a fighter pilot in the Bismark Archipelago area on 11 November 1943, he flew high cover for Composite Squadron 22 during an attack on a Japanese cruiser. He led his division against a superior number of hostile aircraft attempting to intercept our formation and personally destroyed two enemy fighters, then repelled several attacks made upon his wingman whose plane had been severely damaged.*

*Lieut. Raymond L. North Jr., USNR, Trenton, N. J., and Lt. (jg) John E. Goodrich, USNR, Oneonta, N. Y. (both missing in action): As pilot and co-pilot, respectively, of a Liberator during action against enemy forces in the Bay of Biacy on 28 Dec. 1943, they successfully maneuvered their plane through intense anti-aircraft fire and delivered numerous bombing and strafing runs against a large force of destroyers attempting to escape Allied naval units.*

*Lt. (jg) Frank M. Delgado, USNR, Las Vegas, N. M. (missing in action): As pilot of a torpedo plane in action at Palau Island on 30 March 1944, he bravely maneuvered his plane through intense anti-aircraft fire to deliver an accurate glide-bombing attack upon a Japanese cargo vessel, scoring several hits and sinking the ship.*

*Lt. (jg) Willis H. Folkedahl, USNR, Eagle Grove, Iowa (missing in action): Taking part in an eight-plane strafing mission against the Marians on 29 June 1944, he led enemy fighter plane opposition*
and took his torpedo bomber through withering antiaircraft fire to press home an attack at point-blank range on a 15,000-ton Jap carrier, scoring an effective hit.

★Lt. (jg) James Miller, USNR, Kansas City, Kan. (missing in action): Piloting a fighter plane in the New Britain area from 25 Jan. to 17 Feb. 1944, he participated in numerous escort missions and fought successfully over this strategic area and pressed home attacks skillfully despite intense enemy opposition. While escorting our bombers on a strike against a Japanese vessel, he was wounded early in the action but he fought through enemy fire and hit the cruiser in the stern. Later he destroyed three Jap ships with his fighter. As he was leading a second strike, he was hit by intense antiaircraft fire, and he died in the action.

★Lt. (jg) Robert E. Sterling, USNR, Pontiac, Mich. (missing in action): Piloting a dive bomber against Japanese forces off the Marianas on 20 June 1944, he braved intense antiaircraft fire and hit the cruiser with a direct hit on a 15,000-ton carrier and contributed to its probable destruction.

★Lt. (jg) Lloyd Nicholas, USNR, Elcor, Minn. (missing in action): Piloting a torpedo bomber in an attack on enemy shipping in Truk Atoll on 17 Feb. 1944, he braved intense antiaircraft fire and assisted in destroying enemy shipping in Truk Atoll on 17 Feb. 1944.

★Lt. (jg) Frederick R. Stiegitz, USNR, St. Louis, Mo. (missing in action): While flying a carrier-based fighter in support of our landings in the Marianas on 20 June 1944, he encountered two enemy fighters and fought his plane with outstanding skill and courage in spite of heavy air opposition and intense antiaircraft fire. Several times his fire prevented enemy fighters from making runs on the attack formation, and he continually informed his pilot of the situation around him.

★George M. Wienceke, AMM2c, USNR, Baltimore, Md. (missing in action): As turret gunner of a torpedo plane during an attack against Japanese warships off the Marianas on 20 June 1944, he carried out his duties with calmness and courage in spite of heavy air opposition and intense antiaircraft fire. Several times his fire prevented enemy fighters from making runs on the attack formation, and he continually informed his pilot of the situation around him.

★Capt. Richard M. Scruggs, USN, Madison, Fla.: When a man who was cutting a pontoon cable fell overboard and crashed heavily against the edge of a causeway, he jumped over the side at peril to his own life and kept the man afloat. He then towed him away from the shore and brought him back to safety. Later he rescued a man who was pinned by the guys and kept him from being washed away.

★Lt. (jg) Edward D. Curtin, (MC) USN, San Bernardino, Calif. (posthumously): As medical officer aboard a motor torpedo boat on patrol off the north coast of New Britain, he voluntarily participated in hazardous patrols in the hope of rendering service in case of casualties. Severely wounded when his boat was hit, he disregarded his own serious condition and insisted that other injured men be treated first.

★Lt. (jg) Thomas K. Derlin, USNR, Powdery, Ala.: After the stranding of the USS Pollux on 18 Feb. 1942, he swam ashore, made his way up an icy rock ledge and crawled aboard the ship. He later secured a line while working barefooted, with his clothing frozen, making possible the rescue of the crewmen in their inflatable life raft. He quickly revived him, inflated his life jacket, and gave him the man his own rubber life raft, renouncing his own claim to survival later.

★Lt. (jg) Dick G. Putrell, USNR, Porum, Okla. (missing in action): When his bomber crashed at sea near the Treasury Island on 14 March 1944, he struggled clear of the plane and then went to the aid of his gunner who had been knocked unconscious. He pulled the man free, quickly revived him, inflated his life jacket, and gave him the man his own rubber life raft, renouncing his own claim to survival later.

★Lt. (jg) Russell J. Garman, USNR, New York, N. Y.: When the USS Pollux was stranded on a hazardous and rocky shore on 18 Feb. 1942, he probed into a motor whaleboat through heavy seas and freezing temperatures and secured a line from the stranded vessel to shore. This enabled 10 men still aboard to reach safety. Later he rescued two members of the whaleboat crew and scaled an icy cliff and walked three miles in sub-zero weather to summon assistance.

★Lt. (jg) Howard L. Murray, USN, Norfolk, Va. (posthumously): As third officer of a motor torpedo boat which was severely damaged on 18 Feb. 1944 and was immediately carried ashore, he struggled clear of the plane and then went to the aid of his gunner who had been knocked unconscious. He pulled the man free, quickly revived him, inflated his life jacket, and gave him the man his own rubber life raft, renouncing his own claim to survival later.

★Ens. William O. Seymour Jr., USNR, Monroe, N. C. (posthumously): When his plane dove into a small body of water through no fault of his own, he was able to save the life of the crewman. He then went below to assist in the rescue of three men, he returned to the depth charges, disarm the explosives and throw them over the side.

★Lt. Preston Hoggard, USN, Lewiston, N. C.: When a gasolino leak in the steering gear compartment caused a serious explosion aboard his cruiser on 7 Oct. 1945, he risked his life to enter the fume-filled compartment and took measures to extinguish the blaze before the flames could reach 10,000 gallons of gasoline stored near the explosion area. His daring initiative prevented further detonations and probably saved many lives.

★Lt. George W. Laidlaw II, USNR, River Forest, Ill.: Ens. Howard T. Healy, USNR, Rosalindale, Mass., and Ens. Lester Duney, Hempstead, N. Y.: Following the explosion of the naval magazine at Port Chicago, Calif., on 17 July 1944, they volunteered to go from Mare Island to the scene and enter an extremely hazardous area where ammunition cars were on fire. They broke open the burning cars, working on top of them, and played hoses through the holes made by falling fragments, continually exposing themselves to danger until the flames were extinguished. They contributed materially to bringing the flames under control, thereby averting further explosions and possible loss of life.

★Lt. William F. Beebe, USNR, Wilmette, Ill.: When an enlisted man fell overboard on the night of 6 May 1944 and was immediately carried overboard, he plowed into the shark-infested water and swam about 200 yards to the aid of the drowning seaman. He remained at the man's side while the man lost consciousness and kept him afloat until a rescue craft arrived.

★Lt. (jg) Edward D. Curtin, (MC) USN, San Bernardino, Calif. (posthumously): As medical officer aboard a motor torpedo boat on patrol off the north coast of New Britain, he voluntarily participated in hazardous patrols in the hope of rendering service in case of casualties. Severely wounded when his boat was hit, he disregarded his own serious condition and insisted that other injured men be treated first.

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★Lt. William F. Beebe, USNR, Wilmette, Ill.: When an enlisted man fell overboard on the night of 6 May 1944 and was immediately carried overboard, he plowed into the shark-infested water and swam about 200 yards to the aid of the drowning seaman. He remained at the man's side while the man lost consciousness and kept him afloat until a rescue craft arrived.

★Lt. (jg) Edward D. Curtin, (MC) USN, San Bernardino, Calif. (posthumously): As medical officer aboard a motor torpedo boat on patrol off the north coast of New Britain, he voluntarily participated in hazardous patrols in the hope of rendering service in case of casualties. Severely wounded when his boat was hit, he disregarded his own serious condition and insisted that other injured men be treated first.
NAVY & MARINE CORPS MEDAL cont.
craft had capsized between Mono and
Stirling Islands on 12 June 1944, he
dived over the side of his boat and
swam to the more exhausted soldier
who was floating face down. He suc-
cceeded in getting the helpless man in
the boat and administering artificial
respiration until the craft docked, un-
Eugene R. Brown, AOM1c, USN,
Wollaston, Mass. (posthumously): As
a flight deck aviation ordnanceman,
he ran immediately
to a bomb which had been
underwater work.
John O. Verderame, BM2c, USN,
Marblehead, Mass.: Seeing the
desperate struggle of a fellow seaman
who had fallen overboard from the
SC 501 on 1 Dec. 1943, he
dived over the side, swam to the
unconscious man and brought him
to safety.

Maurice E. Redwine, WT3c, USN,
Indianapolis, Ind.: While en route to
the Naval Training Station, Newport,
R.I., on 23 July 1944, he was at-
tracted to a burning house where two
women and three children were
trapped on an upper floor. He in-
structed the women to toss the chil-
dren out of the window and, when
these five were safe on the ground,
rushed into the blazing house and
carried out another child before col-
lapsing from the effects of the smoke.

GOLD STAR IN LIEU OF SECOND
BRONZE STAR MEDAL
Lt. Comdr. Claude W. Stewart,
USN, New North Portland, Me.: As com-
mander of three LST echelons at
Vella Lavella, he was subjected to
fierce bombarding by hostile planes
on two occasions. He fearlessly di-
rected the unloading of supplies vital
to our operations and successfully
countered his missions despite the
damage to one ship and serious damage
to another.

Comdr. Almon E. Loomis, USN,
Washington, D. C.: Serving in various
commands in the Atlantic, he made
material contributions to the
war in the Atlantic. Largely through
his efforts, tactics, training methods,
weapons and material essential to the
continued success of aircraft were
developed and improved.

Lt. Comdr. William D. Drane,
USN, Clarksville, Tenn.: As commander
of an aircraft squadron of the Atlantic
Fleet from March to September 1943,
and his pilots are credited with
seven successful attacks on enemy
U-boats. He contributed to the
battle against German submarines.

Lt. Comdr. George E. Goddard,
USNR, Redwood City, Calif.: As engi-
neering officer of the US Block Island
when she was sunk, he worked fever-
ishly with complete disregard for his
own safety to neutralize and remedy
the damage. Corrective measures had
progressed to such a degree that the
ground room could have been kept in
operation, when, in a third explosion,
he made it necessary to abandon ship.

Lt. Comdr. Robert S. Knowles,
USNR, Detroit, Mich.: As first lieu-
tenant and damage control officer of
the US Block Island when it was sunk
on 29 May 1944, he organized and led
the repair party to the damaged parts
of the ship and took prompt and ef-
factive damage control measures.
He succeeded in delaying the ship's sink-
ing long enough to allow the crew to
abandon ship without additional loss
of life.

Lt. Comdr. Curtis R. Munson,
USNR, Lake Forest, Ill.: As an officer on
the staff of Commander, 11th Amphibious
Fleet, he displayed sound judgment,
resourcefulness, and devotion to duty
during the period of preparation and
assault upon the coast of France on
6 June 1944.

Lt. Comdr. William R. Staggs,
USN, Chicago, Ill.: As commanding
officer of an aircraft squadron on
board an escort carrier of the Atlan-
tic Fleet from April to August 1943,
he executed many long, daring, and
beautifully timed attacks against
hostile submarines.

Lt. Comdr. Claude W. Stewart,
USN, Seattle, Wash.: As commanding
officer of Composite Squadron 19 at-
tacking the US Block Island from
August 1943 to January 1944, he
skillfully led his squadron into action
during a period of particularly in-
tensive activity by hostile submarines.
He launched attacks against
U-boats effectively and with out-
standing courage.

BRONZE STAR MEDAL
Capt. Harold F. Fick, USN, Cleve-
land Heights, Ohio: As commanding
officer of a warship and as commander
of an amphibious submarine task
team, from 4 to 30 July 1944, he
inhibited extremely heavy losses on
the enemy during a period of intense
activity in the mid-Atlantic, and con-
tributed materially to the successful
prosecution of the Battle of the At-
lantic.

Capt. James J. McGlynn, USN,
San Diego, Calif.: As commanding
officer of the amphibious base at Portland-
Weymouth, England, he supervised
the operation, training, maintenance
and logistics at the base, and finally
the combat loading of landing craft
attached to the base. All these craft,
except those seriously damaged by
enemy action, departed on time for
the successful assault upon the Con-
tinent.

Comdr. Jasper L. Caster, (MC)
USN, Shreveport, La.: When the US
Block Island was sinking on 29 May
1944, he went to the aid of a man
pinned between the wreckage and
rescued him. He also made several
attempts to free the man. When it
became evident that it would be nec-
essary to amputate the man's leg if
he were to be freed before the ship
sank, he performed the operation un-
der extremely hazardous and unfa-
vorable conditions.

Comdr. Henry H. Lajeunesse, USN,
New North Portland, Me.: As com-
mander of three LST echelons at
Vella Lavella, he was subjected to
fierce bombarding by hostile planes
on two occasions. He fearlessly di-
rected the unloading of supplies vital
to our operations and successfully
countered his missions despite the
damage to one ship and serious damage
to another.
*Lieut. Thomas H. Byrd, USNR, New York, N.Y.: As commanding officer of a warship which was screening a carrier during July 1943, he attacked an enemy submarine and destroyed it and was successful in destroying it.

*Lieut. Joseph J. Connor, (MC) USNR, Dorchester, Mass.: Active in caring for the injured despite a constant barrage of enemy fire. Although forced to work in the darkness, he carried out his task with such skill that no lives were lost.

*Lieut. Samuel N. Etheredge, (MC) USNR, Norfolk, Va.: Attached to a Marine rifle battalion during an engagement with Japanese forces at Piva Forks, Bougainville, on 24 Nov. 1943, he constantly subjected himself to artillery and mortar fire while carrying out his duties. He skillfully ministered to the injured and inspired his assistants to remain at their posts despite the extreme danger.

*Lieut. Lawrence I. Field, USNR, New York, N.Y.: As officer-in-charge of special equipment aboard a destroyer escort during an engagement with a Japanese submarine, he rendered assistance to his commanding officer and contributed materially to the probable destruction of the enemy craft. This was the first successful action against an enemy sub by a U.S. destroyer escort.

*Lieut. Harry C. Goudy, USNR, Baltimore, Md.: As Armed Guard officer attached to the SS *Richard Hovey* when it was torpedoed by a Japanese submarine in the Arabian Sea on 29 March 1944, he was the last to go over the side of the stricken ship and remained in the water while the sub fired on the helpless survivors. Reaching a life raft, he assumed command of the men aboard and supervised the long search for other survivors. He cared for the wounded, assisted in distilling water from an improvized still and encouraged his men until they were rescued 16 days later. He succeeded in bringing in all but one of his men through the ordeal.

*Lieut. Irwin I. Meller, USNR, Brooklyn, N.Y.: As commanding officer of a PC for a period of 16 days in the area of the central Western Task Force, he effectively performed his duty of protecting vessels and submarines and in the protection against enemy aircraft.

*Lieut. Howard V. R. Palmer, Jr., USNR, Harrisburg, Pa.: As commanding officer of the *LST 350* off Normandy when it was shaken by an underwater explosion, he was hurled into the air and critically injured. Although suffering from intense pain, he remained at his post and directed the saving of his ship. Only after the ship was safely harbored would he allow himself to be evacuated to a hospital.

*Lieut. Frank E. Pierce, Jr., USNR, Chicago, Ill.: As commanding officer of the invasion force of the invasion of France, he effectively performed the task of protecting vessels in the LST's safety zone and was successful in doing so.

*Lieut. Howard V. R. Palmer, Jr., USNR, Harrisburg, Pa.: As commanding officer of the *SS Richard Hovey* when it was torpedoed by a Japanese submarine in the Arabian Sea on 29 March 1944, he was the last to go over the side of the stricken ship and remained in the water while the sub fired on the helpless survivors. Reaching a life raft, he assumed command of the men aboard and supervised the long search for other survivors. He cared for the wounded, assisted in distilling water from an improvized still and encouraged his men until they were rescued 16 days later. He succeeded in bringing in all but one of his men through the ordeal.

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Western Task Force area from German surface forces and submarines.

*William L. Minor, CMoMM, USN, Denver, Colo.: Serving on a submarine during seven war patrols, he kept the main engines of his ship in operation under extremely adverse conditions. On many occasions he labored for 24 hours without rest. During March 1942 he assisted in the evacuation of 55 persons from a Corregidor.

*Ray B. King, BM1c, USN, Piney Flats, Tenn.; Wilford W. Leonard, MM1c, USN, Shaltote, N.C.; Louis P. L'Heureux, BM1c, USN, North Grafton, Mass., and Leonard Martin, SM2c, USN, Apollo, Pa.: As crew members of the lead scout boat of an assault group during the invasion of Normandy, they carried out their duties under great danger and continued in it unrelied despite fatigue and personal injury. They rescued and assisted casualties under fire with complete disregard for their own safety.

*Ralph E. Beach, SM2c, USN, Fort Wayne, Ind.: While assisting in the lowering of a ramp on a landing craft during the invasion of Normandy, he was wounded in the legs and back by a shell burst in the bow which killed two men. Despite his wounds, he remained at his station and was largely instrumental in getting the tanks off.

*Stacey V. Bennett, SM1c, USN, Grotont, Conn.: Serving as an assistant to the commanding officer of a submarine during torpedo attacks, he used his keen vision to assist in attacks that resulted in the sinking of a very large amount of enemy shipping, and in the evasion of enemy countermeasures after the attacks.

*John P. Thomas, SM2c, USN, Weldon, N.C.: While his landing craft was sunk during the invasion of Normandy, he reached the beach in another landing craft loaded with rangers who were to assault the cliffs. He repeatedly exposed himself to terrific enemy fire in an effort to establish communications by semaphore. Although suffering from concussion and severe bruises sustained when he was buried by a rock slide, he persuaded the medical officer not to evacuate him and returned to the beach two days later and performed his duties until his unit was evacuated to England.

*Cosmo Trevisano, GM2c, USNR, Patterson, N. J. (posthumously): As commanding officer of a 20-mm. gunner on the night of 15 May 1944 when his boat attacked four enemy submersibles at the face of heavy fire from shore positions, he exhibited expert marksmanship and by his deadly fire enabled his boat to withdraw from the beach after sinking three barges. Killed in the action, his courage and skill were an inspiration to the men of his boat.

*R. W. Borden, PhD3c, USNR, Goldsboro, N. C.: As a member of a medical section of a beach battalion during the invasion of Normandy, he displayed his own courage and evacuate the wounded under direct enemy artillery shelling. He not only saved many lives, but gave an example of coolness and efficiency that inspired his shipmates and contributed materially to the success of this phase of the operation on this sector of the beach.

*Russel I. Olson, RM3c, USCR, Madera, Calif.: As a member of the beach party of a naval transport during the landing operations at Eniwetok Atoll and at Perry Island, he quickly established radio communications with all vessels participating under enemy fire and thus contributed materially to the success of the landing operations.

*Thomas J. Ryan, SMZc, USNR, Woolsocket, R. I.: As a survivor of the USS *Susan B. Anthony*, picked up by the *LST 615*, he voluntarily administered first aid to the 40 stretcher cases on the landing craft. When Army and Navy doctors came aboard five hours later to remove the six seriously wounded cases, they said he had done an excellent job.

*Paul Schimpf, GM3c, USNR, Perth Amboy, N. J.: As a member of the Armed Guard unit aboard the *SS James Guthrie* when it was torpedoed in the Mediterranean on 17 April 1944, he took charge of one life boat containing 25 men. With great initiative and skill he directed the rescue of a number of men thrown into the sea. When heavy seas threatened to swamp the overloading life boat, he divided the men into the water to hold on the life lines and joined the group in the water.

*James J. Moulds, F2c, USNR, Tren- ton, N. J.: While serving on the *SS Conshohocken* when it was hit and left for the coast of France on 6 June 1944, he assisted an officer in the removal of wounded from the forward fire room. Although the fire room was rapidly flooding, he carried on until a fatally wounded shipmate could be brought to the deck and placed in a lifeboat.

"Find out for my wife where she gets those nylon.
One Step Ahead of the Japs

(Continued from Page 9)

overhead and tropical fruit all around. It was a scene out of a book of adventure. At one of these small ports some natives came over in one of the small dugout canoes. We bought some fish for the Filipinos and wanted to buy the boat itself, as it was a beauty of a dugout, but nothing doing. We finally tried the rest of the natives' hat, a big woven bamboo one.

In an hour or so, around came a soldier. He said that the Dutch authorities had seen this suspicious boat and wanted us to come over and be identified.

We sent a letter back that we were sorry but we didn't like to go out in the middle of the day when the Japs were flitting around, and thought that would fix it up.

In about an hour, back comes a messenger in a boat, with even more urgent messages that we come across to the entrance of the port. They said that there were clothes other than the Manila variety. They all had whites, and I had a couple pairs of shorts, which was the extent of my wardrobe, so we went along with the messenger and filled up with fresh water, got a little fresh grub and asked the skipper if we could have some clothes. He broke out his paymaster who came up with Bureau of Supplies and Accounts manual under his arm, and said that all he had was about ten suits of blues.

Then the skipper went back, and we got our blues and left that night. And off we set for Australia.

We discovered later that the Pecos and the rest of the ships, what few were left, had gotten under way the night following. We were doing about three knots so we went straight south. The Japs didn't bother us.

The weather fortuitously was absolutely foul, but the Filipinos were closer to death than any human beings I've ever seen. The side and myself and an old Filipino cook whose legs would barely carry him around, and one or two of the P.O.'s were the only ones left on their feet. We went south as long as we could and ran into headwinds that absolutely stopped us, so we started easing over toward Australia, towards the west coast.

We thought that's where the Japs would be, but we had to take a chance. We had no charts for Australia at all, except a general chart of all Australia roughly comparable to one you'd find in a geography book. After about ten days we made a landfall, and started to look around. We thought was a well-marked channel; it looked that way on this chart. We were looking for a town which was reported on the chart as a little settlement or big letters, as big as the letters that indicated where Perth was. We looked all over, but could find no town, not even a stable, nothing.

After cruising along merrily for a while, there was this grinding crunch which people feel every now and then. We went along for a while, but it got us up that night. We had careened ship to inspect the hull. The hull was still on her way and the ship was rolling around. The Japs had been about to capture us.

We had a radioman passenger on board and he didn't check to find out that the ship wasn't really sinking, so he went into a bottle and we had gotten up in Bali, or some place up there, and proceeded to forfry himself. He was the only real casualty outside the ship.

All that was saved out of the glassware on board was two or three cases of Heineken beer. We had tried to get some drinking water in Tjilatjap, but we hadn't been sure of the Pecos then. They said you'd better ballast yourself with beer; maybe you won't be able to get any water, and there's no use dying of thirst on the way. So the beer was saved.

The rest of the trip down the Australian coast was fairly devoid of interest. We finally pulled into Geraldton, the first Navy ship that had been there for so long, and we were received with the greatest acclaim. This was roughly three and a half or four weeks after we'd left Java. And that I think was about the end of this time they'd reported us missing.

About after a week's stay to rehaбилitate in this small town, we went on down to Fremantle, laying in under full sail. We were really a curiosity. They hadn't even seen anything like that, an American man-o-war with a gun and under full sails, commission pennant, Filipino crew, and all. You couldn't tell us from the Filipinos at that time, for we'd spent our whole time in deck. So into Fremantle, although our friends had given us up for dead, I guess, and that's about the end of the story as far as that part of the cruise is concerned.

(Note: Of the vessels mentioned in this report, the river gunboat Wake was captured at Shanghai and the battleship Texas destroyed at Batan to prevent capture. The submarine tender Camopus. The patrol vessel Oaku was lost to enemy gunfire at Batan. The seaplane tender Langley and the oiler Huyler sank on us short north of Java, and the destroyer Pearcy was sunk by enemy aircraft at Darwin, Australia.—Ed.)
The following lists show the composition of the Senate and House of Representatives of the 79th Congress, which meets 3 Jan. 1945. They are based on unofficial returns from the 7 November general election (see p. 46) through 20 November. Included are members who were elected to other offices this year and who may thus resign. One asterisk indicates members re-elected this year; two asterisks, holdovers whose terms do not expire this year. Names not marked are those of new members. Numbers indicate congressional district. Party affiliations are shown in parentheses: D for Democratic, R for Republican, others spelled out.

### House of Representatives

**ALABAMA**—1. Frank W. Boykin (D); 2. James H. Michael (D); 3. John J. Rankin (R); 4. Dock McGLear (D); 5. S. W. Lopez (D); 6. Pete Farley (R); 7. Carter H. Cheves (D); 8. John S. Robeson (R); 9. Fred M. Collins (D); 10. Roman W. Hanchey (R); 11. Louis L. Johnson (R); 12. John C. Harman (D); 13. Robert B. Rowan (D); 14. Fred M. Burden (R); 15. Leon D. Lucas (R); 16. Howard E. Smith (D); 17. Henry C. Farnsworth (R); 18. Ralph M. Metcalfe (D); 19. J. H. Creamer (D); 20. William H. Knowland (R); 21. Philip M. Landrum (D); 22. Charles B. McCallum (R); 23. John J. Rankin (R); 24. Olin E. Brown (D); 25. Homer Stille Love (R); 26. Jack P. Kennedy (D); 27. Frank H. Knowland (R); 28. Charles B. McCallum (R); 29. John J. Rankin (R); 30. William H. Knowland (R); 31. Henry C. Farnsworth (R); 32. Ralph M. Metcalfe (D); 33. J. H. Creamer (D); 34. William H. Knowland (R); 35. William M. Cooper (D); 36. John J. Rankin (R); 37. Bob S. McCarver (D); 38. John J. Rankin (R); 39. Charles B. McCallum (R); 40. Charles B. McCallum (R); 41. John J. Rankin (R); 42. Charles B. McCallum (R); 43. John J. Rankin (R); 44. Leon C. Averbach (D); 45. Daniel A. Reed (R); 46. Robert H. Tarlton (D); 47. Robert H. Tarlton (D); 48. Robert H. Tarlton (D); 49. Robert H. Tarlton (D); 50. Robert H. Tarlton (D); 51. Robert H. Tarlton (D); 52. Robert H. Tarlton (D); 53. Robert H. Tarlton (D); 54. Robert H. Tarlton (D); 55. Robert H. Tarlton (D); 56. Robert H. Tarlton (D); 57. Robert H. Tarlton (D); 58. Robert H. Tarlton (D); 59. Robert H. Tarlton (D); 60. Robert H. Tarlton (D); 61. Robert H. Tarlton (D); 62. Robert H. Tarlton (D); 63. Robert H. Tarlton (D); 64. Robert H. Tarlton (D); 65. Robert H. Tarlton (D); 66. Robert H. Tarlton (D); 67. Robert H. Tarlton (D); 68. Robert H. Tarlton (D); 69. Robert H. Tarlton (D); 70. Robert H. Tarlton (D); 71. Robert H. Tarlton (D); 72. Robert H. Tarlton (D); 73. Robert H. Tarlton (D); 74. Robert H. Tarlton (D); 75. Robert H. Tarlton (D); 76. Robert H. Tarlton (D); 77. Robert H. Tarlton (D); 78. Robert H. Tarlton (D); 79. Robert H. Tarlton (D); 80. Robert H. Tarlton (D); 81. Robert H. Tarlton (D); 82. Robert H. Tarlton (D); 83. Robert H. Tarlton (D); 84. Robert H. Tarlton (D); 85. Robert H. Tarlton (D); 86. Robert H. Tarlton (D); 87. Robert H. Tarlton (D); 88. Robert H. Tarlton (D); 89. Robert H. Tarlton (D); 90. Robert H. Tarlton (D); 91. Robert H. Tarlton (D); 92. Robert H. Tarlton (D); 93. Robert H. Tarlton (D); 94. Robert H. Tarlton (D); 95. Robert H. Tarlton (D); 96. Robert H. Tarlton (D); 97. Robert H. Tarlton (D); 98. Robert H. Tarlton (D); 99. Robert H. Tarlton (D); 100. Robert H. Tarlton (D); 101. Robert H. Tarlton (D); 102. Robert H. Tarlton (D); 103. Robert H. Tarlton (D); 104. Robert H. Tarlton (D); 105. Robert H. Tarlton (D); 106. Robert H. Tarlton (D); 107. Robert H. Tarlton (D); 108. Robert H. Tarlton (D); 109. Robert H. Tarlton (D); 110. Robert H. Tarlton (D); 111. Robert H. Tarlton (D); 112. Robert H. Tarlton (D); 113. Robert H. Tarlton (D); 114. Robert H. Tarlton (D); 115. Robert H. Tarlton (D); 116. Robert H. Tarlton (D); 117. Robert H. Tarlton (D); 118. Robert H. Tarlton (D); 119. Robert H. Tarlton (D); 120. Robert H. Tarlton (D); 121. Robert H. Tarlton (D); 122. Robert H. Tarlton (D); 123. Robert H. Tarlton (D); 124. Robert H. Tarlton (D); 125. Robert H. Tarlton (D); 126. Robert H. Tarlton (D); 127. Robert H. Tarlton (D); 128. Robert H. Tarlton (D); 129. Robert H. Tarlton (D); 130. Robert H. Tarlton (D); 131. Robert H. Tarlton (D); 132. Robert H. Tarlton (D); 133. Robert H. Tarlton (D); 134. Robert H. T
The Retirement Pay Question

(Continued from Page 33)
careful reading for personnel desiring to understand them.

A sample of the retirement procedure for enlisted personnel follows:

FOR SERVICE (DIRECT TO THE RETIRED LIST):

Enlisted men of the regular Navy and Marine Corps, upon completion of 30 years' service in the armed forces and upon their own application, are entitled to be placed on the retired list. If he, or she, is a regular enlisted man, his or her retirement will be effective on the date he or she qualifies for retirement.

FOR SERVICE (TRANSFER TO THE FLEET RESERVE):

Class F-4C, Fleet Reserve, Navy, or Class I (b), Fleet Marine Forces Reserve:

An enlisted man of the regular Navy or Marine Corps will be transferred to this class, upon completion of 16 years of active naval service and if he meets one of the following conditions: (1) Serving in the regular Navy or Marine Corps on 1 July 1925. (2) Having been discharged from the regular Navy or Marine Corps prior to 1 July 1925, and being reenlisted in the regular Navy or Marine Corps within three months of discharge. (3) Serving in the Naval Reserve Force on 1 July 1925, reenlisted into the regular Navy or Marine Corps within four months from the date of his discharge and thereafter reenlisted in the regular Navy within three months from the date of his discharge. (4) While on inactive duty a member of Class F-4C of the Fleet Reserve receives a salary at the rate of one-third of the base pay which he was receiving at the time of entrance into one-third of the base pay which he was receiving at the time of entrance into the Fleet Reserve.

On entering the active list of the Fleet Reserve, his accumulation of longevity pay credit stops and never begins again unless and until he is in the Naval Reserve. Additional longevity pay credit is allowed for each additional year of active duty of Fleet Reserve and enlisted personnel. In addition, the Fleet Reserve pay will be increased by longevity based on the amount of credit based on the amount of credit awarded to the enlisted personnel.

FOR SERVICE (TRANSFER TO THE RETIRED LIST VIA THE FLEET RESERVE):

Class F-5, Fleet Reserve, Navy, or Class I (c), Fleet Marine Forces Reserve:

Any man who can qualify for Class F-4C, if he delays his application until the completion of 20 or more years of naval service, is transferred to Class F-4-D of the Fleet Reserve. A man serving in Class F-1-D, while on inactive duty, receives a base rate of pay which was receiving at the time of transfer, plus all separate pay credit, to the extent of 2% of base pay, this pay will be increased 10% if he is credited with extraordinary heroism in line of duty or if his average pay for the last three years prior to retirement is 85% or more than average pay. He is not to receive 20% credit for both, however.

Class F-5, Fleet Reserve, Navy, or Class I (d), Fleet Marine Forces Reserve:

Enlisted men of the regular Navy who first enlisted in the Navy (or Marine Corps) after 1 July 1925, and who were discharged from the regular Navy (or Marine Corps) in an honorable discharge on or after 1 July 1925, and who were not serving in the regular Navy (or Marine Corps) on 1 July 1925, may, upon application, be transferred to Class F-5 of the Fleet Reserve on the completion of at least 20 years of active duty, provided they are physically and mentally qualified to serve in the Navy in time of war. Ability to perform limited duty on shore fulfills the requirements of the service obligated for this class. A member of the Fleet Reserve, while on inactive duty, receives the same pay as a member of the Fleet Reserve, and the base pay he was receiving at the time of transfer.

In computing length of service for transfer to the Fleet Reserve, there is no requirement that the member have served on active duty. This provision is particularly to the attention of enlisted men of the regular Navy with broken services, that is, intermittent periods of enrollment interrupted by intervals of non-enrollment. The class pension has directed numerous queries to Beaufort, this point at issue, to determine whether their service must have been continuous for them to qualify for transfer to the Fleet Reserve. The answer is no.

Another question often raised is whether the member of the regular Navy at the time of transfer.

ENLISTED PERSONNEL DISCHARGED FROM THE FLEET RESERVE:

Any enlisted personnel of the Fleet Reserve, either for administrative reasons or because of violation of the laws of the United States, are not eligible for this class. They will also be placed on the retired list prior to completion of 30 years' service if they are not physically qualified for duty at sea or for service ashore. This class is for those who transfer to the Fleet Reserve.

FOR SERVICE (TRANSFER TO THE FLEET RESERVE):

Class F-4C, Fleet Reserve, Navy, or Class I (b), Fleet Marine Forces Reserve:

Any man who can qualify for Class F-4C, if he delays his application until the completion of 20 or more years of naval service, is transferred to Class F-4-D of the Fleet Reserve. A man serving in Class F-1-D, while on inactive duty, receives a base rate of pay which was receiving at the time of transfer, plus all separate pay credit, to the extent of 2% of base pay, this pay will be increased 10% if he is credited with extraordinary heroism in line of duty or if his average pay for the last three years prior to retirement is 85% or more than average pay. He is not to receive 20% credit for both, however.

Class F-5, Fleet Reserve, Navy, or Class I (d), Fleet Marine Forces Reserve:

Enlisted men of the regular Navy who first enlisted in the Navy (or Marine Corps) after 1 July 1925, and who were discharged from the regular Navy (or Marine Corps) in an honorable discharge on or after 1 July 1925, and who were not serving in the regular Navy (or Marine Corps) on 1 July 1925, may, upon application, be transferred to Class F-5 of the Fleet Reserve on the completion of at least 20 years of active duty, provided they are physically and mentally qualified to serve in the Navy in time of war. Ability to perform limited duty on shore fulfills the requirements of the service obligated for this class. A member of the Fleet Reserve, while on inactive duty, receives the same pay as a member of the Fleet Reserve, and the base pay he was receiving at the time of transfer.

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Another question often raised is whether the member of the regular Navy at the time of transfer.

ENLISTED PERSONNEL DISCHARGED FROM THE FLEET RESERVE:

Any enlisted personnel of the Fleet Reserve, either for administrative reasons or because of violation of the laws of the United States, are not eligible for this class. They will also be placed on the retired list prior to completion of 30 years' service if they are not physically qualified for duty at sea or for service ashore. This class is for those who transfer to the Fleet Reserve.

FOR SERVICE (TRANSFER TO THE FLEET RESERVE):

Class F-4C, Fleet Reserve, Navy, or Class I (b), Fleet Marine Forces Reserve:

Any man who can qualify for Class F-4C, if he delays his application until the completion of 20 or more years of naval service, is transferred to Class F-4-D of the Fleet Reserve. A man serving in Class F-1-D, while on inactive duty, receives a base rate of pay which was receiving at the time of transfer, plus all separate pay credit, to the extent of 2% of base pay, this pay will be increased 10% if he is credited with extraordinary heroism in line of duty or if his average pay for the last three years prior to retirement is 85% or more than average pay. He is not to receive 20% credit for both, however.

Class F-5, Fleet Reserve, Navy, or Class I (d), Fleet Marine Forces Reserve:

Enlisted men of the regular Navy who first enlisted in the Navy (or Marine Corps) after 1 July 1925, and who were discharged from the regular Navy (or Marine Corps) in an honorable discharge on or after 1 July 1925, and who were not serving in the regular Navy (or Marine Corps) on 1 July 1925, may, upon application, be transferred to Class F-5 of the Fleet Reserve on the completion of at least 20 years of active duty, provided they are physically and mentally qualified to serve in the Navy in time of war. Ability to perform limited duty on shore fulfills the requirements of the service obligated for this class. A member of the Fleet Reserve, while on inactive duty, receives the same pay as a member of the Fleet Reserve, and the base pay he was receiving at the time of transfer.

In computing length of service for transfer to the Fleet Reserve, there is no requirement that the member have served on active duty. This provision is particularly to the attention of enlisted men of the regular Navy with broken services, that is, intermittent periods of enrollment interrupted by intervals of non-enrollment. The class pension has directed numerous queries to Beaufort, this point at issue, to determine whether their service must have been continuous for them to qualify for transfer to the Fleet Reserve. The answer is no.

Another question often raised is whether the member of the regular Navy at the time of transfer.
FOR DISABILITY:

As explained above, Fleet Reservists found incapacitated for duty are transferred under a procedure of whether they have completed 30 years’ service in the Naval Reserve. Their pay and longevity are reduced by one-half on active duty, their pay is reduced by one-half on inactive duty. Ex-Fleet Reservists on the retired list revert to the rating and classification held upon original transfer to the Fleet Reserve and thence to the retired list at the age of not less than 20 years active duty, and who has not been discharged for misconduct, may, in lieu of being provided with a pension under current legislation apply for relief under Section 4756, Revised Statutes, and the pension shall be granted equal to one-half the pay of the applicant’s rating at the time of discharge. This pension will not be awarded to any person who is in receipt of a pension from the Veterans Administration, the individual concerned to elect which pension he desires.

An enlisted man who has served in the Navy or Marine Corps, or both, for a total of not less than 20 years active service and who has not been discharged for misconduct, may, in lieu of being provided with a pension under current legislation, apply for relief under Section 4756, Revised Statutes, and the pension shall be granted equal to one-half the pay of the applicant’s rating at the time of discharge. This pension will not be awarded to any person who is in receipt of a pension from the Veterans Administration, the individual concerned to elect which pension he desires.

FOR ACTIVE DUTY:

NaVal Reserve includes service in the Reserve (but only after full hospitalization and observation) so that they may be retired at age of 64.

SECNAV is authorized to convene a board of not less than three naval officers, one of whom shall be a surgeon, to examine and to recommend a suitable amount of retirement pay for the period of time. The relief granted by this section is presented from $4.90 to $8.00 per month. Opinion has been requested from the Judge Advocate General, however, as to whether or not the $8.00 is the highest award that can be made.

RETIRED ENLISTED PERSONNEL OF THE REGULAR NAVY AND MARINE CORPS ON ACTIVE DUTY:

Retired personnel retired after 30 years’ active service upon return to inactive duty on the retired list at the highest or applicable rating attained while on active duty, with retired pay of permanent rank.

Ex-Fleet Reservists on the retired list who subsequently returned to inactive duty receive a pension on the age and classification held at the time of original transfer to the Fleet Reserve and with the retired pay credit for additional active duty.

FLEET RESERVE PERSONNEL OF THE REGULAR NAVY AND MARINE CORPS ON ACTIVE DUTY:

This class of personnel returns to inactive status in the Fleet Reserve in the rating of original transfer to the Fleet Reserve, plus longevity pay credit for additional active duty performed since original transfer to the Fleet Reserve, unless retired in the temporary rank held on active duty because of physical disability. Legislation designed to make permanent the highly wartime enlisted ratings of Fleet Reservists on active duty is now pending in Congress (S. 168, H. 1856).

INSULAR FORCE PERSONNEL

In addition to the above classes of naval personnel, the men of the insular force of the U.S. are natives of the Philippines and Guam, also are eligible for relief under the provisions of the act if they meet the service requirements. Their pay, based on permanent rating, and their Fleet Reserve and retired pay is correspondent to the regulars.

The insular force was established by an Executive Order of 5 April 1901 and has been a part of the naval service ever since.

ENLISTED PERSONNEL OF THE NAVAL RESERVE AND MARINE CORPS RESERVE:

FOR SERVICE:

Unless they are eligible for retirement otherwise, enlisted men of the Naval Reserve and Marine Corps Reserve are placed on the honorary retired list without pay and without longevity provided they meet the service requirements. Their pay base and longevity is one-half when subsequently released to inactive duty. Ex-Fleet Reservists on the retired list of the Reserve are eligible for retirement for service-connected disability at 75% of base pay plus longevity for the compulsory and automatic retirements established in line of duty at age 44, rank on the retired list is that of the permanent grade at the time of retirement.

There are, however, exceptions to the above:

(1) Officers specially commended by SECNAV for performance of duty in actual combat as evidenced in naval office retirement may be retired at next higher grade with retired pay of their permanent grade.

(2) Upon retirement after 40 years of service, belts of a given rating, officers are allowed one grade with retired pay of the higher grade. This one provision does not apply to chief warrant officers and warrant officers.

(3) When retiring, if, at age 64 and serving under an appointment pursuant to the Temporary Promotion Act or if disabled for disability, or inactive duty in line of duty, they are placed on the permanent higher rank with the retired pay of that higher rank.

(4) If retiring for any reason other than physical disability, or inactive duty in line of duty, they are placed on the permanent higher rank with the retired pay of that higher rank.

(5) When retiring, if they served in the Navy or Marine Corps Reserve, they are placed on the permanent higher rank at the age of not less than 20 years active duty, and who has not been discharged for misconduct, may, in lieu of being provided with a pension under current legislation apply for relief under Section 4756, Revised Statutes, and the pension shall be granted equal to one-half the pay of the applicant’s rating at the time of discharge. This pension will not be awarded to any person who is in receipt of a pension from the Veterans Administration, the individual concerned to elect which pension he desires.

(6) When retiring, if they have served in any capacity as a member of military or naval forces prior to 12 Nov. 1918, they are entitled to retired pay of 75% of active duty pay at time of retirement (I. e., 75% of base pay and 75% of longevity).

FOR DISABILITY:

If found by a retiring board to be incapacitated for active service because of a permanent disability, or at age of retirement, Coast Guard officers may be retired at the rate of 75% of their rating at time of discharge. This provision shall apply to regular Coast Guard officers.

Retired personnel retired after 30 years’ active service upon return to inactive duty on the retired list at the highest or applicable rating attained while on active duty, with retired pay of permanent rank. Opinion has been requested from the Judge Advocate General, however, as to whether or not the $8.00 is the highest award that can be made.

Retired officers of the regular Navy and Marine Corps.

OFFICERS OF THE COAST GUARD RESERVE:

FOR SERVICE:

The present Coast Guard Reserve was created early in 1911, and there are no provisions for retirement of Reserve officers service.

FOR DISABILITY:

The same provisions prevail here as for officers of the Naval Reserve.

ENLISTED MEN OF THE REGULAR COAST GUARD:

FOR SERVICE:

Regular Coast Guard enlisted men may be retired under their original appointments after 30 years of active service, or automatically upon reaching age of 65, with retired pay at 75% of base pay plus longevity, in the permanent rating held at time of retirement. They are eligible for retirement at higher rate or rating, or pay, if they meet any of the conditions listed in exceptions (2), (4) and (5) under retirement of regular officers for service.

Enlisted men of the Coast Guard also may be retired upon their own application after 20 years of active service at 2 1/2% of the total of their officers salaries, multiplied by the number of years of service. There are, however, exceptions to the above:

(1) Officers specially commended by SECNAV for performance of duty in actual combat as evidenced in naval office retirement, may be retired at next higher grade with retired pay of their permanent grade.

(2) Upon retirement after 40 years of service, belts of a given rating, officers are advanced one grade with retired pay of the higher grade. This one provision does not apply to chief warrant officers and warrant officers.

FOR DISABILITY:

Enlisted men serving under regular enlistments in the regular Coast Guard are eligible for retirement for service-connected disability at 75% of base pay plus longevity, unless eligible for retirement in the permanent rating held at time of retirement. They are eligible for retirement at higher rate or rating, or pay, if they meet any of the conditions listed in exceptions (2), (4) and (5) listed under retirement of regular officers for service.

SPECIAL TEMPORARY ENLISTMENTS AND ENLISTED PERSONNEL OF THE COAST GUARD RESERVE:

There are no provisions for retirement for service for these enlistments.
WHEN IS COAST GUARD SERVICE COUNTED AS NAVAL SERVICE?

Service in the Coast Guard counts as naval service only in time of war. "Service" as used in any Coast Guard order means action in time of war performed by a member of the Coast Guard. To receive retired pay in favor of disability pension, a member of the Coast Guard must have served in the Coast Guard during a period of war or in time of war, according to regulations.

NAVY NURSES

NAVY NURSE CORPS (REGULAR)

Retirement procedure for Navy nurses is administered by BuMed, subject to final approval by SecNav.

FOR SERVICE:

Members of the Navy Nurse Corps may, upon their own application, request retirement after 20 years of active service or, if they have reached the age of 50 years, after 15 years of active service. Their retired pay is 35% of the total annual active duty pay and one-half of the retirement allowance (i.e., 75% of base pay). Nursing service in the Army or Navy Nurse Corps, active service as contract nurse prior to 2 Feb. 1901, and service as a reserve nurse on active duty since 2 Feb. 1901, is counted.

FOR DISABILITY:

The Surgeon General orders the nurse before a board of medical officers in BuMed and BuPers or SecNav if she is retired with 75% of her active duty pay and 50% of her allowance (i.e., 75% of base pay and 75% of longevity).

IN BEST INTEREST OF THE SERVICE:

When retired at the instigation of the Surgeon General or her commanding officer, a nurse's retirement pay is based upon the same rates as for service (outlined above).

NAVY NURSE CORPS (RESERVE)

Same as for regular nurses. Present reserve nurses, however, are on temporary active duty status as of 1 Nov. 1941 and remaining in the service after the war will be transferred to the Nurse Corps of the regular Navy. Reserve nurses are not credited with active service.

FOR DISABILITY:

Same as for regular nurses.

IN BEST INTEREST OF THE SERVICE:

Same as for regular nurses.

DISABILITY BENEFITS FROM THE VETERANS ADMINISTRATION

In general, disability benefits are available from the Veterans Administration to all veterans of the armed forces who are partially or totally disabled by reason of disability incurred in or aggravated by service in line of duty or by being retired from active service for disability or for some other legally recognized reason "under conditions other than dishonorable."

As previously pointed out in this article, an eligible veteran may waive retired pay in favor of disability pension from the Veterans Administration.

Discharge from the service for disability in line of duty is carried out, following a determination of disability or observation, upon recommendation of a board of medical survey approved by BuMed and BuPers or Commandant, Marine Corps.

In order to meet the needs of veterans of this war who have valid claims for disability pension benefits, the Veterans Administration is now using a special machinery. The establishment of a regional office in each territory as the equivalent Army Service Command, to expedite the handling of claims.

Cases from the field come to Washington from time to time occasioning many administrative review or consideration of an appeal.

In adjudicating the cases of World War veterans, a rating schedule, based on average impairment in earning capacity from specific injuries or disabilities and injury, is employed.

Based upon an evaluation of 10% impairment, the rate of pension payable is $11.50 monthly. For service-connected disability evaluated at 100%, the rate of pension is $115.00 monthly. In addition, there are 15% monthly, due either by law for specific loss or by law for a family with a very exceptional case, and the disability pension benefits may be awarded in the maximum amount of $250.00 monthly.

The above rates are for disability incurred in service other than in time of war are approximately 15% of the monthly payable for war injuries or disabilities.

For a veteran of this war to be entitled to receive a Veterans Administration pension, the disease or injury of honorable active service of 90 days or more or who were discharged for disability incurred in service in line of duty after less than 90 days service, he must receive pension benefits of $50 monthly for permanent total disability not the result of willful misconduct and regardless of the service origin of the disability. The pension is payable at the rate of $50 for the months of the year in which he resides in that territory. If he moves to another territory, his file is transferred.

The areas which are branches of the V. A. central office in Washington, D.C., are divided into 20 regional offices. Area offices are limited to claims involving only the items they are qualified to handle. If a claim involves any other jurisdiction, it will be referred to the nearest regional office for final decision.
1. When Admiral David G. Farragut, USN, gave the now famous command (at Mobile Bay, 1864): "Damn the torpedoes. Full speed ahead," was he referring to torpedoes or the merchant marine only a few days prior to departure?

2. In bending a heaving line to a hawser, which is preferred: (a) clove hitch, (b) timber hitch, or (c) rolling hitch?

3. What officer is responsible for the daily winding of the ship's chronometers?

4. Identify this distinguishing mark:
   - a. pelican hook
   - b. fish hook
   - c. hinged hook held together by a ring?

5. Is a pelican hook (a) the hook on the bill of a pelican, (b) a fish hook, or (c) a hinged hook held together by a ring?

6. A "Paddy's hurricane" is: (a) dead calm, (b) not enough wind to float the pennant, (c) a hurricane of short duration, (d) a type of storm peculiar to the Irish sea?

7. What differentiates a U.S. light dead calm, (b) not enough wind to float the pennant, (c) a hurricane of short duration, (d) a type of storm peculiar to the Irish sea?

8. To what was he referring? When?

9. What differentiates a U.S. light dead calm, (b) not enough wind to float the pennant, (c) a hurricane of short duration, (d) a type of storm peculiar to the Irish sea?

10. What is Your Naval I. Q.?

Legislative Matters of Naval Interest

The President has designated Vice Admiral Jonas H. Ingram, USN, as Cincian, with the rank of admiral, and Rear Admiral William E. Muir, USN, as commander 4th Fleet, with the rank of vice admiral.

Rear Admiral William E. Muir, USN, and Rear Admiral William R. Monroe, USN, were detached as commanders of transport squadrons.

To be rear admiral:

- Howard L. Vickery, USN
- David W. Backus, USN
- Fritz Schramm, USN
- E. A. Gere, USN
- Alfred H. Sanders, USN
- R. A. Foster, USN
- Thomas P. Jeter, USN
- Paul M. Beach, USN
- James W. C. Moore, USN
- Donald W. Loomis, USN
- John B. McGovern, USN
- Thomas F. Ewing, USN
- Herbert B. Knowles, USN
- Thomas B. Brungardt, USN
- Edward B. Schaeffer, USN
- C. W. H. Miller, USN
- Robert D. Stack, USN
- Robert S. Howard, USN

To be commodore:

- Milton O. Carlsen, USN
- Patrick O. Waller, USN
- John G. Moyer, USN
- Homer W. Graf, USN
- Clifford G. Richardson, USN
- C. W. H. Miller, USN
- Robert D. Stack, USN
- Robert S. Howard, USN

Slow Train To Noumea

By Lieut. R.E.G., USN, Commanding, USS Chetco

In October of last year the Chetco departed from an East Coast port with three tow vessels for Australia. The initial leg of the journey to Panama was a shakedown cruise, as the Chetco had been acquired from the merchant marine only a few days prior to departure.

At Panama it was decided to send the Chetco direct to New Caledonia, nonstop. Maximum supply of food, water and fuel was obtained and on 27 October the Chetco departed with four tows, a PC having been added to the tow. Plans were made to complete the trip in 60 days. The tow was about 5,000 feet in length, and it would be necessary to refuel from the tow. Shortly after departing the PC required urgent medical assistance and slipped her tow and returned to port. The trip was continued without her.

It had been planned to refuel from the tow during calm seas; but a choppy sea persisted, and so the first refueling operation was conducted under adverse weather conditions and required about 24 hours to complete. After about 40 days out, it was decided to refuel, as a calm sea existed. The second refueling required only a few hours, as we were able to get alongside and use two pumps, one of which was a handy-billy which had been altered so as to be water cooled.

Fresh water was our major problem. No evaporators had been installed and our supply was limited. After a few days out it was discovered that the seams in the stern had opened and that the two after ensuring had changed to salt water. It was necessary to stop all personal use of fresh water. Water was used only for cooking and the cooling of the engine. Deck drains were altered to enable us to catch rain water in cans. However, it seldom rained. Inside water was reserved.

Bad luck again befell us after about six weeks out. Squally weather and rough seas set in and the towing hawser, 12-inch manila, carried away between the first and second tow. This occurred just at nightfall and recovery operations were conducted throughout the night, hampered by rough seas and torrential rains. The tow water was not blown to shore, and the journey resumed at slow speed. Bad weather continued for the next 10 days and speed was slow. Before the trip was completed there were three more losses of the tow and subsequent recoveries. Incidentally, the Chetco cannot boast of a single tow.

Our food supply proved inadequate and the last few days the menu consisted hardtack, applesauce and ham. The last day it was applesauce. On 2 January, we arrived at Noumea, thus completing 67 days at sea and having transited 7,200 miles. Welcoming crowds greeted us—but 30 bags of Christmas mail did.

Page 69
SPORTS, GAMES, AND MUSIC EQUIPMENT

Activities

All Navy, Marine Corps and Coast Guard

Activities

A. NAVY ACTIVITIES

1. Forces Abroad: Use BuSAs Regulation Form 76. Request in writing to 800°C of nearest of following Naval Supply Depots: Newport, R. I.; Bayonne, N. J.; Norfolk, Va.; New Orleans, La.; Oakland, Calif.; Seattle, Wash.; San Diego, Calif.; Pearl Harbor, T. H. (Requests in excess of $1,000 must be forwarded to BuPers for approval.)

2. Forces Afloat (including naval vessels manned by Coast Guard personnel): Same as above but use BuSAs Regulation Form 44. (Area commander designates channels through which requisitions go to 800°C.)

B. COAST GUARD ACTIVITIES

Applying to marine officer of district to which activity is attached

C. MARINE CORPS ACTIVITIES

1. Purchases with official funds made through nearest purchasing quartermaster using BuSAs Regulation Forms 76 or 76A.

2. Purchases with unofficial funds made direct from naval supply depots; if above $1,000 via BuPers.

V-DISC KITS

12" Phonograph records designed to suit all tastes

All Navy, Marine Corps and Coast Guard

Activities outside United States; hospitals of music designed to treat battle casualties

AFRS TRANSCRIPTIONS

12" phonograph records of transcriptions of major radio network shows, and special talent programs manufactured to play on turntable which turns at 33⅓ rpm.

PERIODICAL SUBSCRIPTIONS

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

SPECIAL ATTENTION

Invited to "Notes" on this subject.

LIBRARY BOOKS

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

USO-CAMP SHOWS, INC.

On Shore Within U. S.: Victory Circuit

White Circuit (western coast) 110, 12th, 13th

Hospital Circuit

Hospital Sketching Circuit

Overseas

Entertainment Motion Pictures

All Navy, Marine Corps and Coast Guard

Activities

SHIP AND STATION PAPERS

All Navy, Marine Corps and Coast Guard

Activities

Entertainment Motion Pictures

All Navy, Marine Corps and Coast Guard

Activities

Motion Picture Projection Equipment

All Navy, Marine Corps and Coast Guard

Activities

A. NAVY ACTIVITIES

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. film available to activities and vessels equipped with 35-mm. projectors—obtain through nearest Navy or Army overseas 16-mm. motion-picture 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) Shore activities

(1) Optional Naval District Motion Picture Plan

(2) Navy Motion Picture Service—Obtain film from Navy Motion Picture Exchange, New York, N. Y., or Navy Motion Picture Service, San Diego, Calif.

C. MARINE CORPS ACTIVITIES

Will send requests for 16-mm. equipment to Quartermaster General of the Marine Corps for 35-mm. equipment via Commandant Marine Corps.

Page 70
Naval vessels to be commissioned receive their allotments from BuPers as follows: destroyers and larger, 3 months prior to the commissioning date; other vessels, 1 month prior to the commissioning date.

BuPers allocates annually a lump sum to the Commandant of the Marine Corps for reallocation to units of the air and ground personnel of the Fleet Marine Force.

BuPers grants direct allotments to naval vessels in commission and manned by Coast Guard personnel in the same manner as other naval vessels.

The allotments granted fleet and area commanders are to provide for the welfare and recreational needs of their staffs, construction battalions, base hospitals, advance base units, (including craft attached thereto) and other naval establishments under their command.

The allotments granted fleet and area commanders are to provide for the welfare and recreational needs of their staffs, construction battalions, base hospitals, advance base units, (including craft attached thereto) and other naval establishments under their command.

All kits in one monthly release of V-Discs contain the same assortment of 20 records each.

Turntables attached to 35 mm. strip film projector will play AFRS transcriptions. A limited quantity of turntables are distributed through the two service routes. The number of transcriptions available for distribution is limited.

For selection of magazines and newspapers attention is directed to SecNav ltr. P9-1 of 24 Aug. 1944 (NDB, 31 Aug. 1944, 44-962).

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 Oversea Weekly is available where printed overseas. More small unit overs are issued to units 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).

Armed Services 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.

Transportation as specified in ref. (e) and (h). Hospital Circuit: Transportation as specified in ref. (f).

Army furnishes transportation to and from area. Local transportation within area, meals and housing accommodations furnished by naval activity serviced.

The success of the Navy Motion Picture Service which supplies 35-mm. film depends upon the rapidity with which motion picture programs are circulated. Failure to keep programs moving will result in bogging down of the entire system. Plans are now being formulated for the establishment of naval liaison units in all Army overseas motion-picture exchanges, and such additional Navy exchanges as may be necessary to properly service naval activities afloat and ashore outside continental U. S. with the 16-mm. gift film.
New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service men stationed at the various ports. A list of these books will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area, to encourage the exchange of books. A unit is always free to request from the Bureau individual titles of particular interest.

It's a Fact

AIR FORCES Reader edited by Norman Carlisle. In the skin tone of the men themselves, plus official background. A real treat for pilots.


ENCYCLOPEDIA Of Sports by Frank Grant. Men's fact and fiction, rumor and absurdity, in an ever-growing dictionary.

ENVOY UNEXTRAVAGANZA by Donald Dunham. Frank, disarmingly reminiscences of a vice-consul's eight years in Berlin, Hong Kong, Athens and Singapore by Martin Richard Norris. Study of the problem of refugees, which United States withdrawal has left open for colonization.

GOVERNMENT OF A KANGAROO by T. M. O'Malley. Knott and Face Cooper. Engaging, humorous, "up-by-the-bootstraps" story

New Books in the Armed Services Editions

The 32 new titles published each month in the Armed Forces Editions of the New Books are distributed to all ships in commission and to shore-based activities outside the United States. These books are the special edition of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. The book is to be preserved and passed from man to man so that they may be enjoyed by as many as possible.

Books currently being shipped are:
- M. 1-Thriller White, Is Sex Necessary?
- M. 2-The Horribly Beautiful World of Science
- M. 3-Benchley, 20,000 Leagues Under the Sea, or, Davy Copperfield
- M. 4-DeWitt, Man, Clock and Time
- M. 5-Rhodes, Copper Streak Trail
- M. 6-Godfrey, Tension in the Sea
- M. 7-Evans, Paul Bunyan
- M. 8-Ralph, Story of the 54th. 1944
- M. 9-Bennet, THE CHICKEN-WAGON Country
- M. 10-Willis, The Big Ones Get Away
- M. 11-McDonald, Old McDonald Had a Farm
- M. 12-Henning, The Young Men by Night
- M. 13-Brand, THE BORDER KID
- M. 14-Coolidge, Fighting Men of the Sea
- M. 15-Butterworth, TARTAR OF THE APES
- M. 16-Casey, Singapore People
- M. 17-Brice, Call Her Rose
- M. 18-Ridings, Larrabee HUNGRY BIRD
- M. 19-Hor, Country Editor
- M. 20-DeFord, With a Dutch Accent
- M. 21-Seek, others: Four Modern AMERICAN PLAYS
- M. 22-Seeck, ed., A TREASURY OF THE SEA
- M. 23-Westwood, INDO
- M. 24-Werner, E. W.
- M. 25-McMeekin, Show Me A Land
- M. 26-King, Letters For Men
- M. 27-Collins, THE MOONSTONE
- M. 28-Adams, HELPER
- M. 29-MacKinzie, While Still We Live
- M. 30-McKinley, Show Me A Land
- M. 31-McKinley, Show Me A Land
- M. 32-McKinley, While Still We Live

Answers to Quiz on Page 69

1. He was referring to submerged explosive charges corresponding to present-day torpedoes.
2. (a) A navigating officer.
3. Rifle sharpshooter.
4. Some other category.
5. Old Navy gunboat.
6. (a) Gate vessels (b) workshops, floating, drydock (machinery) (c) pile driving, (d) landcraft, infantry (gunboat), (e) torpedo testing barges.
7. Traffic regulations adopted for the purpose of securing greater safety for life and property at sea.
8. Ships built on the same design.
9. Left, Norway (Port of Leith 32); right, U. S. N. F. E. (Hellespont).
10. True. Names of ships are selected by custom and tradition.
11. Yes. Art. 256, Sec. 3 of Navy Reas stipulates that acceptance of a vessel, by all officers and enlisted men with no arms in hand, when the vessel is the hand salute rendered only when head dress is worn, using the right hand when possible (Our Italic—Em). The answer is 13.
13. (a) Leye Island, Philippines, (b) Port Said, Egypt, (c) Norwegian, (d) South Pacific atoll.
14. Captain James Woodford, CO of the USS Chaffee, as he was carried below mortally wounded, among other signals for Commodore Jeremiah Shams on 1 June 1812 during the War of 1812.
16. The armored cruisers: With guns greater than six inches in diameter have been of the class of ships with guns of six inches or less, light cruisers.
Longevity Pay Provisions Liberalized

Alnav Lists Service To Be Credited and Sets Up Procedure

Liberalized longevity pay provisions for naval personnel, under a recent act of Congress approved by the President, were announced to the service on 2 Nov., 1944 by Alnav No. 200.

Whereas previously certificates of service, used to substantiate credits of pay and allowances accruing by reason of length of service, could be executed only by commissioned officers, the Alnav extends the right of preparing such documents to commissioned warrant and warrant officers. A sample form is shown at the right.

Enlisted personnel who are not now being credited with longevity service listed in the Alnav should ask their COs or disbursing officers to initiate a request for statement of service, as provided for in the Alnav. However, where such service has already been made an official part of the enlisted man’s record, eligibility for longevity pay may be substantiated by a CO’s order or, in the case of Marine Corps enlisted personnel, by stating the service on the Marine Corps pay rolls.

The procedure for establishing eligibility for longevity pay is set forth in detail in section seven of the Alnav, a complete copy of which follows:

1. Sections 1, 3, 8 and 9 of the Pay Readjustment Act of 1942, 56 Stat. 389, as amended by the Act of 2 Dec. 1942, 56 Stat. 1057, and Section 3A of the Pay Readjustment Act of 1942, as added by the Act of 2 Dec. 1942, were further amended by the Act approved 7 Sept. 1944, Public Law 421, 78th Congress, retroactive to 1 June 1942, with respect to service which may be counted for pay purposes by commissioned officers, commissioned warrant officers, warrant officers, and enlisted personnel on active duty. Service heretofore considered as of a temporary nature under the provisions of Section 3A has now been made permanent and has been extended to commissioned warrant officers, warrant officers, and enlisted personnel. Service which may now be counted for pay purposes, in time of peace as well as in time of war, is as hereinafter set forth for each class of personnel.

Commissioned Officers

2. (a) LONGEVITY AND PAY PERIOD INCREASES—In the computation of service for all pay purposes, longevity and pay period increases, commissioned officers shall be credited with full time (active and inactive) for all periods during which they were commissioned or have held commissions as officers or have held appointments as warrant officers or Army field clerks in the:

<table>
<thead>
<tr>
<th>Army</th>
<th>Navy</th>
<th>Marine Corps</th>
<th>Coast Guard</th>
<th>Coast and Geodetic Survey</th>
<th>Public Health Service</th>
<th>Organized Militia prior to 1 July 1916</th>
<th>National Guard</th>
<th>National Guard Reserve</th>
<th>National Guard of the United States</th>
<th>Officers Reserve Corps of the Army</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>(2)</td>
<td>(3)</td>
<td>(4)</td>
<td>(5)</td>
<td>(6)</td>
<td>(7)</td>
<td>(8)</td>
<td>(9)</td>
<td>(10)</td>
<td>(11)</td>
</tr>
</tbody>
</table>

Longevity Pay Provisions Liberalized

(b) In addition to the service specified in paragraph 2(a), officers who

ENCLOSURE (A) to Alnav No. 200 shows form of certificate of service to be submitted in quintuplicate by commissioned officers, commissioned warrant officers and warrant officers.

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were in the regular services on 30 June 1922 and have served continuously as such subsequent thereto, are entitled to count all service which was then counted in computing longevity pay, and service as contract surgeon serving full time. Reserve officers and officers appointed to the regular services pursuant to the Aviation Personnel Act of 1940 are entitled to count prior active service as appointed aviation cadets.

(c) Service as an enlisted aviation cadet on and after 4 Aug 1942, is enlisted service and is counted as enlisted service under paragraph 2(a).

(d) Retired officers, warrant officers, and enlisted men on active duty are entitled to count inactive service on the retired list in computing their active duty pay (22 Comp Gen 664).

(e) Service in the Coast and Geodetic Survey which may be counted for pay purposes is service in excess of one year as a deck officer or a junior engineer, and service in the grade of aide (relative rank of ensign), or in a higher grade. Service in the Public Health Service which may be counted for pay purposes is service in the grades of assistant surgeon, assistant dental surgeon, or assistant sanitary engineer (relative to the rank of lieutenant (jg)), or in a higher grade.

Commissioned Warrant Officers

3. (a) LONGEVITY INCREASES—In the computation of service for longevity increases in pay, commissioned warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, as Army field clerks in any of the services set forth in paragraph 2(a), (b), (c), (d) and (e), heretofore, except in the Medical Reserve Corps of the Army.

(b) PAY PERIOD INCREASES—In the computation of service for advancement to a higher pay period commissioned warrant officers of the regular services with creditable records on the increases in pay, credited only with active commissioned service in the Navy, Marine Corps, Coast Guard, and the Reserve components thereof (22 Comp Gen 236). In addition to the foregoing, commissioned warrant officers of the Naval Reserve and Marine Corps Reserve with creditable records may count inactive commissioned service in the Naval Reserve and Marine Corps Reserve for advancement in pay periods (22 Comp Gen 438). Certificates of creditable records are issued only by BuPers, Headquarters U. S. Marine Corps and Coast Guard Headquarters.

(c) LIMITATION ON TOTAL PAY AND ALLOWANCES—The total pay and allowances of commissioned warrant officers is limited to $458.33 per month.

Warrant Officers

4. LONGEVITY INCREASES—In the computation of service for longevity increases in pay, warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as warrant officers, as Army field clerks in any of the services enumerated in paragraph 2(a), (b), (c), (d) and (e), heretofore, except in the Medical Reserve Corps of the Army.

Enlisted Men

5. LONGEVITY INCREASES—In the computation of service for longevity increases in pay, enlisted men shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as aviation cadets, cadets, midshipmen, warrant officers, or Army field clerks in any of the services enumerated in paragraph 2(a), (b), (c), (d) and (e), heretofore, except in the Medical Reserve Corps of the Army.

Service Not Creditable

6. Except as noted in paragraph 5 hereof the following service may not be counted for pay purposes:

(1) Cadets
(2) Midshipmen
(3) Emergency Officers Retired List
(4) Inactive National Guard
(5) State Home or Territorial Guard
(6) Army and Navy Reserve and CWS
(7) Time spent in a fraudulent enlistment
(8) Time spent in an enlistment in the National Guard prior to 18th birthday.

Statement of Service

7. Credit for service which is not now being counted for pay purposes will be substantiated, in the case of officers, by a statement of service from BuPers, Headquarters, U. S. Marine Corps, or Coast Guard Headquarters, as applicable, or by the certificates of service or credit which may be obtained in accordance with paragraph 8 hereof. In the case of enlisted personnel the credit will be substantiated by a statement of service or certificate of service from BuPers, Headquarters, U. S. Marine Corps, or Coast Guard Headquarters, as appropriate, or where such service has been verified and has been officially made a part of the service record, by a CO's order, or by stating the service on Marine Corps pay rolls. Officers should submit certificates of service or request a statement of service only if complete service is not shown in the last Navy Register listing service. Except for service with the organization in which he is serving, requests for statement or verification of service will include the originals or certified copies of evidence substantiating such service. 1. Full name and serial number under which served, (2) branch of service, (3) date and place of enlistment and discharge, (4) company or regiment from which discharged, (5) rank or rating at discharge, (6) permanent home address at date of enlistment and discharge. All requests for statements of service will show the name, date of birth, rank, or rating, classification, and service or file number as appropriate.

Officers' Certificates of Service

8. Under authority of the Certification Act of 26 Oct. 1942, 56 Stat. 987 and officer's certificate of service shall be accepted for the duration of the war and for a period of six months thereafter to substantiate credits of pay and allowances accruing by reason of length of service. Officers' certificates of service will be prepared substantially in accordance with the attached sample [Enclosure (A)] and will show the name, branch of service, rank or rating at discharge, permanent home address at date of enlistment and discharge, company or regiment from which discharged, inclusive dates of time served and of time lost in each organization, total net time served in each organization, and total service for pay purposes, and will be supported by certified copies of available evidence substantiating such service. Many officers' certificates of service submitted in accordance with Alnav 22-43 have been erroneous, thus necessitating checkages against the payrolls of the officers concerned. Officers should therefore use extreme care in the preparation of their officer's certificate of service to insure accuracy and completeness of information contained therein. If the officer is in doubt as to the accuracy of the prior service, a statement of service should be requested; but only one request for a statement of service
The Bulletin Board

should be submitted and then only if an officer's certificate of service has not
been filed. The officer concerned should retain a copy of any
statement of service or officer's cer-
ificate of service furnished to obviate
further requests.

Filing of Officers' Certificates of Service
9. Officers' certificates of service will
be furnished the disbursing officer in
quintuplicate. The original of the
officer's certificate of service will be
Filed as a payroll voucher, one copy
will be retained in the files of the dis-
bursing officer, and three copies will
be forwarded with the financial re-
turns of the disbursing officer sub-
sequent verification of service and
filing in the officer's record. The dis-
bursing officer concerned will be noti-

cied only in those cases where errors
are discovered and it becomes neces-
sary to make adjustments in an offi-
cer's pay account. Copies of officer's
certificate of service forwarded with
the disbursing officer's returns will be
wrapped in a separate package appro-
priately labeled to show the contents,
disbursing officer's name, activity, and
period of returns, and will be for-
warded in the container in which the
returns are shipped. The disbursing
officer will note on the original and all
copies of an officer's certificate of ser-
vice the date on which the officer com-
pleted the last three years' period of
service and the total number of years' 

service completed on that date.

Computation of Service
10. Enlisted service commences with
date of enlistment and ends with date
of discharge, less deduction for all
time lost due to A.O.L., A.W.O.L., S.K.M.C.,
and N.P.D. Officer service for pay pur-
poses commences in the case of-

(a) Naval Academy graduates com-
missioned from midshipman— if com-
misioned within six months of
graduation—with the date of rank stated in com-
mission;

(b) Permanent commissioned war-
rant officers—appointed from per-
manent warrant rank—with the
date of rank stated in com-
mission;

(c) Temporarily officers appointed
pursuant to the Act of 24 July 1941—with the date
appointed by the President;

(d) All other officers—with the date
of acceptance of commission or
warrant and not the date of
rank stated therein.

Officer's service terminates with ap-
proved effective date of resignation,
discharge or dismissal. Personnel hav-
ing concurrent service in two or more
organizations may count service in one
organization only.

Retrospective Credits
11. Disbursing officers are author-
ized to make any retroactive credits
due for period on and after 1 July
1942, provided such adjustments are
made prior to 30 June 1945, substan-
tiated by statements of accounts for
periods not carried on the rolls of the
disbursing officer making such credit
and by statement of service, officer's
certificate of service, or CO's order, as
appropriate. The difference in pay
and allowances for the period 1 to 30
June 1942, may be paid only upon sub-
mission of a claim to General Account-

ing Office, in view of the lapse of approp-
riation.

Retired Officers
12. In computing retired pay of re-
ired officers in an inactive status, any
service specified in paragraph 2(a),
(b), and (c) may have had on date of retirement plus
active service performed subsequent to
retirement shall be counted.

Back Pay
13. No back pay or allowances shall
accrue to anyone who was not en-
rolled to receive active or retired pay
on 7 Sept. 1944.

Navy Nurse Corps
14. The foregoing is not applicable
to members of the Navy Nurse Corps.

Dependants—Women's Reserve and
Navy Nurse Corps
15. Effective 1 Oct. 1944, members
of the Women's Reserve, female physi-
cians and surgeons appointed in the
Medical Corps of the Naval Reserve,
and members of the Navy Nurse
Corps are entitled to increased rent-
al and subsistence allowances on account
of a husband, child or children, or
parent or parents in fact dependent
upon such members of the Navy Nurse
Corps. Chief support will be deter-
mined in the manner set forth in Art 2142-
3(3)(4) and (c) BuSndA Man-
ual, letter of the SecNav, dated 6
March 1943, and Circ. Ltr. No. 8
(1943) of the Paymaster's Depart-
ment, Marine Corps.

Hawaiian Island Naval Activities

The services of approximately 5,000
Waves have been requested by activ-
ities in the Territory of Hawaii to
fill vacancies ype will implement and to
replace men for the rotation program
and for duty with the fleet. Nearly
half of these requests have come from
aviation activities, which include an
aviation supply depot and several air
stations on the Islands of Oahu, Maul
and Hawaii. Billets are available for
Wave personnel in 50 different enlist-
ed ratings, and for officers with many
different types of qualifications.

This information is based on a re-
port of a survey made in the Ha-
awaiian area by Lt. Comdr. Jean T.
Palmer, USNR, assistant for the Wom-
en's Reserve to the director of en-
listed personnel, BuPers, and Lt.
Comdr. Joy B. Hancock, USNR, Wom-
en's Reserve representative for BuAer
and the DCNO (Air).

Women's Reserve personnel have
also been requested by naval activities
in the 10th and 15th Naval Districts,
Bermuda and Alaska. However, until
such time as surveys similar to the
ones conducted in the Hawaiian Is-
lands are made, Waves will not be as-
signed to the other overseas areas in
which they are eligible to serve under
Public Law 441.

Under current plans, women will
first be assigned to billets under the
jurisdiction of the commandant, 14th
Naval District, and later to duties
with shore-based fleet activities in the
Hawaiian Islands. At the present
time, two Wave officers, the first to be
assigned permanent duty overseas,
are now in the Hawaiian Islands.
They are Lt. Comdr. Eleanor G.
Rigby, USNR, district director for the
Women's Reserve, and Lieut. Wini-
fred R. Quick, USNR, assistant to the
district director for the Wom-
en's Reserve personnel.

Adequate plans for housing Wave
personnel in the Hawaiian area have
already been made, and facilities to
accommodate approximately 4,000
women are expected to be in place
by the end of January 1945.

Because of the curfew in Hawaii,
which requires that enlisted personnel
be in their living area by 1200 and
officers by 2200, each activity will be
a self-contained unit in order to pro-
vide the recreational and entertain-
ment facilities that Waves would normally be able to find off the station.

In the Pearl Harbor area, for in-
stance, it is planned that Waves will
be quartered in a quonset hut city,
which will include a chapel, mess
hall, open-air movies, several recrea-
tional halls, tennis courts, ship's serv-
ices store, and access to swimming pools
and bathing beaches. There will be a
recreational area where Waves may
entertain men guests, and it is ex-
pected, according to the report, that
spectator passes will be available to
Navy men who are invited by Wom-
en's Reserve personnel to the various
activities at the quonset hut city.

Similar housing and recreational facili-
ties will be available at the air sta-
tions and other activities to which
Waves are to be assigned.

All Wave personnel destined for
duty in Hawaii will first be ordered to
a distribution center on the west
cost for processing before going
overseas. The availability of space on
vessels which can accommodate women
will determine the number of women
to be assigned to each overseas draft.
Naval Bulletin Board

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Congress for the enactment of remedial legislation, in the event the war continues beyond the present five-year term of these policies.

In view of this advice, according to General Hines, policymakers need feel no immediate urgency to convert their present policies, or to replace existing policies with new insurance, in order to protect their insurance rights under the new premium term policies which they now hold.

Personnel on Leave From Civilian Jobs Urged to Keep In Touch With Employer

It has been brought to the attention of BuPers that certain civilian industries whose employees are now on military leave to serve in the armed forces desire up-to-date information regarding the whereabouts and qualifications of their employees. This information is desired in connection with proposals employing military personnel in industry in the postwar period.

It is recommended that all naval personnel who are on military leave from civilian positions communicate periodically with their employers, informing them of any change of address or change in qualifications for postwar employment. It is believed that the receipt of this information will be a great aid to employers in postwar planning to reabsorb their former employees when they have been discharged from service.

Employers who have sent the following information are:
- Lockheed Aircraft Corporation, Burbank, Calif.
- The Murray Company, Dallas 1, Texas.

Special Physical Exams Ordered in '45 for Senior USN and USMC Officers

Special physical examinations will be given early next year to all regular Navy and regular Marine Corps officers of the rank of commander or lieu- tenant colonel and above who are now 54 years old or will attain that age during 1945.

As provided by BuPers Cdr. Ltr. 318-44 (NDB, 31 Oct. 1944, 44-1226), the examinations will be conducted by special boards of medical officers in order to determine the physical fitness of the Navy officers for the performance of all their duties, both at sea and in the case of the Marine Corps officers, the performance of all their duties at sea and in the field.

Since there will be given a thorough examination in 1945, they are exempted under the provisions of the directive taking the annual physical examination during 1944.

Honorable Discharge Emblem Authorized

The honorable discharge emblem (illustrated here) for use on service uniforms has been adopted by the Army, Navy, Marine Corps, and Coast Guard, under an agreement signed by the Secretary of the Navy and the Secretary of War.

The insignia, which is the same design as the honorable service lapel button, is embroidered in gold on the right breast pocket of all outer uniform clothing on which worn. The emblem, worn as a badge of honor, is to be sewed above the right breast pocket of all uniform clothing on which worn. The emblem, worn as a badge of honor, is to be sewed above the right breast pocket of all uniform clothing on which worn.

Qualified Reserve Line Officers to be Changed To Civil Engineer Corps

Because of an urgent need for civilian engineering officers, the qualifications of Naval Reserve officers who have had experience or training in this type of work are being analyzed by BuPers, with the intention of transferring them to the Civil Engineer Corps.

Superseding commissions in the Civil Engineer Corps are being forwarded by BuPers to line officers who are found to be available for transfer to new duties and whose background suits them for CEC classification. The same date of rank without loss of promotion is retained by officers transferred from the Civil Service Commission.

For details see BuPers Cdr. Ltr. 346-44 (NDB, 15 Nov. 1944, 44-1286).

Sea Duty Requirement May Be Waived for Advancement In SAD, SAD(MG) Rates

Because of the limited number of SAD (special artificer, devices) and SAD(MG) (machine gun trainer maintenance) ratings required for duty ashore, authorization for waiver of the sea duty requirement for advancement to CSAD and GSAD requires that men of any grade or number be available to fill the requirements of the position. Officers who fulfill the sea duty requirement (six months in pay grades two and three, five months in pay grade three) are eligible for waiver of one-half of the normal service in rate requirement for advancement to CPO (AA) (T).
Waves to Have
Exercise Suit

An exercise suit, consisting of light blue denim shorts and matching skirt, to be worn with long or short-sleeved white shirt and blue or white ankle socks, has been approved for wearing by members of the Women's Reserve participating in sports activities which require this type of garment.

The garment may be purchased from unappropriated welfare funds and provided as an item of station equipment whenever the CO designates that the garment must be worn by enlisted personnel taking part in any particular sport but in which participation is not obligatory. Whenever a CO has not prescribed a regulation outfit for sports, the garment may be worn optionally by officers and enlisted personnel while engaged in any sports activity for which participation is deemed appropriate.

The suit is to be purchased by the women themselves whenever the CO designates that the garment must be worn by enlisted personnel taking part in any particular sport but in which participation is not obligatory. The suit is to be purchased by the women themselves whenever the CO specifies that the garment must be worn by enlisted personnel taking part in any particular sport but in which participation is not obligatory. The suit is to be purchased by the women themselves whenever the CO has not prescribed a regulation outfit for sports. The garment may be worn optionally by officers and enlisted personnel while engaged in any sports activity for which participation is deemed appropriate.

Other exercise suits which have been authorized by local COs may be worn until the present supply is exhausted or those in possession are no longer serviceable. The new garment will not be available in the stores for several months.

For details see the letter from the Chief of Naval Personnel dated 16 Nov. 1944 to all naval activities in the U.S. and commandants of 10th, 14th, 15th and 17th Naval Districts and NOB, Bermuda (QR/JJS5 Pers-94-ECS).

Garrison Cap Authorized
For All Wave Personnel

A specially designed garrison cap for officers and enlisted personnel in the Women's Reserve has been authorized by the SecNav to be worn at such time as it is officially incorporated into Uniform Regulations by notification from BuPers. The new cap is to be worn either on or off station.

Other garrison caps for officers and enlisted personnel, and who Officers designate, when prescribed by the CO, the wearing of the male officer's garrison cap by Wave officers and CPOs while on station will remain in effect until such time as it is officially incorporated into Uniform Regulations by notification from BuPers.

Garrison Cap Authorized
For All Wave Personnel

A specially designed garrison cap for officers and enlisted personnel in the Women's Reserve has been authorized by the SecNav to be worn at such time as it is officially incorporated into Uniform Regulations by notification from BuPers. The new cap is to be worn either on or off station.

Current regulations which authorize, when prescribed by the CO, the wearing of the male officer's garrison cap by Wave officers and CPOs while on station will remain in effect until such time as it is officially incorporated into Uniform Regulations by notification from BuPers.

Other garrison caps for officers and enlisted personnel, and who Officers designate, when prescribed by the CO, the wearing of the male officer's garrison cap by Wave officers and CPOs while on station will remain in effect until such time as it is officially incorporated into Uniform Regulations by notification from BuPers.

Transportation Costs To Be Paid for Disabled Personnel
To Stations of Preference

Provisions for transportation at government expense of disabled enlisted personnel hospitalized from activities within the U.S. have been liberalized by recent BuPers directive.

As in the case of disabled enlisted men evacuated from overseas and later found qualified by Boards of Medical Survey for limited shore duty, personnel hospitalized from activities within the U.S. were granted the privilege of designating their home naval district, river command, naval air training command or naval construction training center as the one in which they wished to serve (July 1944 Transportation Bulletin). However, under the provisions of the previous directive, transportation at government expense was authorized only for those disabled enlisted men transferred from overseas to the U.S. and hospitalized from activities within the U.S. were required to perform the travel at their own expense to the district of their choice. The current policy permits transportation allowances for disabled enlisted personnel of both categories.


Writers in Service Eligible
For Fellowship Awards

Annual fellowships for service personnel, both men and women, officers and enlisted personnel, who demonstrate potentialities for creative writing, are available from the 20th Century-Fox Film Corporation. The fellowships are worth $1500 each, and are payable both to personnel on active service and to honorably discharged veterans.

To qualify, personnel must submit a book or play, either in full draft, part of draft or in outline form, together with at least 1 completed chapter (to indicate the approach to the material), to Bertram Bloch, eastern story editor for 20th Century-Fox, 30 Rockefeller Plaza, New York, N.Y. A committee of judges will pass on the literary quality of the idea material and the possibilities for full length development by the author. If the contribution is considered to have sufficient literary merit and the possibilities for full length development, the fellowship award will be made and the winner will then have one year to complete a full-length book or play.

As a present, 20th Century-Fox contemplates award of approximately 25 fellowships, but the number may vary, depending on the quality of the submissions. The awards will be made on the basis of individual merit and not in competition with other entries.
Abolition of Present Billet Not Held Valid Reason for Releasing Reserve Officer

An increasing number of requests are being received by BuPers from reserve officers, asking for release to inactive duty, which carry a CO's endorsement saying that the officer can be released because his billet is being abolished or combined with others in a local reorganization of duties, according to information contained in BuPers Circ. Ltr. 345-44 (NDB, 30 Nov. 1944).

The mere fact that an officer can be spared from his present billet, the directive points out, is not valid reason for his release to inactive duty, as his qualifications may make him of value in another billet elsewhere. Nor should an officer request inactive duty solely because his present billet is being abolished. BuPers will, however, the letter states, give prompt and favorable consideration to requests for release to inactive duty in accordance with the conditions set forth in the letter from SecNav to all ships and stations dated 7 Sept. 1944 (Pers-3A-EM, QR/P16-5) (NDB, 15 Sept. 1944, 44-1051).

For further details relative to the Navy releasing policy for reserve officers, see Oct. 1944 INFORMATION BULLETIN, p. 63.

Rules Clarified on Issuance Of Temporary Flight Orders

An increasing number of inquiries concerning the issuance of temporary flight orders to enlisted personnel are being received by BuPers. Because correspondence indicates that wide interpretations are being made of the requirements justifying the issuance of such orders, a clarification of the rules has been issued in BuPers Circ. Ltr. 315-44 (NDB, 31 Oct. 1944, 44-1228).

Under current instructions (BuPers Circ. Ltr. 57-42 (NDB, cum. ed., 42-2117), COs are authorized to issue temporary flight orders to enlisted personnel required to participate regularly and frequently in aerial flights. The directive clarifies, however, authorizing the indiscriminate issuance of such orders, and states that temporary flight orders should never be issued as a reward for performance of ground duties.

As stated in the new directive, BuPers considers it just and proper that enlisted personnel required to perform flight duties while aircraft are in flight should be issued flight orders. It is felt that travel by air, merely as a passenger in effecting change of station orders, is sufficient reason to warrant the issuance of temporary flight orders.

The basic principle of aviation flight pay, as stated in the directive, is to compensate personnel for the frequency and regularly required to perform extra hazardous duties. It does not, however, follow that everyone should be required to perform extra hazardous duties solely in order to qualify for extra pay.

Regular U. S. Currency Now Used With Hawaiian Series in Pacific Areas

Regular U. S. currency may now circulate interchangeably with the brown-seal Hawaiian series in the Pacific area, according to a CinC Pac announcement of 21 Oct. 1944, which also authorized the sending of Hawaiian series currency to any area in which U. S. dollars may be exported.

As a result, it is no longer necessary for naval personnel to exchange the Hawaiian series for the regular series upon returning to the U. S.

Areas in which the currencies may circulate interchangeably include the Marshall, Marianas and Gilbert Islands, as well as Midway, Fanning, Canton and Christmas Islands where Hawaiian series has been in use since its introduction in July 1942 (INFORMATION BULLETIN, Sept. 1944, p. 70).

Originally issued in order to prevent any of the regular series from falling into Japanese hands, the Hawaiian series will continue in use until existing supplies are exhausted. Worn bills of the series gradually will be withdrawn by the Treasury Department.

Advertising Magazine Offers Free Job Ads

Service personnel who wish to enter or return to the advertising and marketing fields in civilian life may insert free classified advertisements in TIDE, advertising and marketing magazine published at 232 Madison Ave., New York 16, N. Y. Ads, not to exceed 40 words, in addition to the person’s name, present address, service address and rank or rating should be sent to the editorial office of the magazine.

This service is offered to enable men and women interested in advertising and marketing positions to bring themselves to the attention of prospective employers at such time as they are returned to civilian life.

MONTH’S ALNAS IN BRIEF

No. 197—Directs disbursing officers to inspect pay records and sets procedures for forwarding records of individuals no longer attached to an activity.

No. 198—Announces appointment to next higher rank, to rank from 1 Nov. 1944, of those lieutenants (junior grade) and ensigns, line and staff corps, on the active list of the regular Navy whose dates of rank are within the period of 2 July 1943 and 1 Aug. 1943 inclusive; of those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women’s Reserve whose continuous active duty in their respective ranks are within the same period.

No. 199—Announces appointment to chief warrant rank for temporary service, to rank from 1 Nov. 1944, of those warrant officers on the active list of the regular Navy whose dates of rank are within the period of 2 July 1943 and 1 Aug. 1943 inclusive and of those warrant officers of the Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 200—Sets forth revised longevity pay provisions and procedure (see p. 73).
Indebtedness Statement Required from Officers Submitting Resignation

A reserve officer, in submitting his resignation from the service, must obtain from the officer carrying his account a statement as to whether or not he is indebted to the U. S., as indicated by his records. No resignation will be considered unless such statement is attached to the letter of resignation under provisions of a letter from SecNav, 26 Oct. 1944, to all ships and stations (NDB, 31 Oct. 1944, 44-1205).

This requirement is in addition to those reported in the October 1944 Information Bulletin, p. 63, in an article on the policy and procedure established for termination of active duty of reserve officers of the Navy, Marine Corps and Coast Guard (NDB, 15 Sept. 1944, 44-1031).

Two Ships Added to List Eligible for Bronze "A"

Personnel who served aboard the USS Buck at any time between 26 June 1941 and 13 July 1941 or aboard the USS Aquila at any time between 15 Nov. 1941 and 7 Dec. 1941 have been granted authority by the Navy Department, NDB, to wear the bronze "A" upon the American Defense Service ribbon, as provided for by General Order 190.

The lists of merchant ships are in addition to the list contained in Art. A-1042 of BuPers Manual.

Merchant Marine Ribbons To Follow Navy and Army Ribbons in Precedence

A recent change in Uniform Regs provides that merchant marine ribbons, which may be worn by naval personnel who received them before entering the naval service, are to be worn after all Navy and Army ribbons, and in accordance with the precedence list approved for the Maritime Service. This provision is contained in BuPers Circ. Ltr. 347-44 (NDB, 15 Nov. 1944, 44-1287). Authority for wearing merchant marine ribbons by naval personnel is provided for by BuPers Circ. Ltr. 47-44 (NDB, 29 Feb. 1944, 44-228). For a precedence list of merchant marine ribbons see Information Bulletin, Nov. 1944, p. 35.

New Naval Reserve Register Issued

The recently published 1944 edition of the Naval Reserve Register, containing statistics relative to commissioned and warrant reserve officers, has been mailed to larger ships and shore activities, as provided in BuPers Circ. Ltr. 320-44 (NDB, 31 Oct. 1944, 44-1228).

### The NAVY'S WAR ACCOUNT

#### November 1944

The following is a statement, reprinted from a pamphlet issued by the Navy Department last month, of the money which the people of the Nation, through the Congress, have made available to the Navy—and how it has been spent.

#### What The Navy Has Cost

1. Congress since 1 July, 1943, has authorized the Navy to spend for defense and war.
   - $118 billion

2. Of this total, the Navy still has unused and available for future needs.
   - $24 billion

3. Subtracting the unused balance (item 2) from the authorized total (item 1) shows that the Navy has placed orders and entered into other commitments which amount to.
   - $94 billion

4. Of these orders and other commitments, some have not yet been fulfilled and, therefore, are not yet payable; they amount to.
   - $25 billion

5. Subtracting the amounts not yet payable (item 4) from the amount committed (item 3) shows that the Navy in 4½ years has actually spent.
   - $69 billion

#### What The Navy Has Achieved

1. The Navy since 1 July 1944, has:
   - Inducted, fed, clothed, housed, and trained 3,600,000 officers and men
   - Built, armed, fueled, and launched 10,300,000 tons of ships
   - Built, armed, fueled, and launched 62,000 planes
   - Built and equipped 300 advance bases

With the Navy in existence on July 1, 1940, these new men and weapons add up to.

World's Largest Fleet

2. This Fleet in 3 years of war has:
   - Convoyed in the Atlantic and Pacific, troops and supplies aggregating 61,000 ships
   - Landed on enemy beaches 1,200,000 troops
   - Shot down or destroyed 4,750,000 tons ships
   - Shot down or destroyed 10,000 planes
   - Cleared the Japs from a Pacific area of 8,170,000 square miles

The COST of all this to date is $69 billion

This pamphlet attempts only to summarize the cost of the war in material terms. It cannot measure the cost in human terms.

The Navy, however, wishes here to express its gratitude to the families of the 3,800,000 men and women who wear its uniform. We hope their sacrifice will be made easier by pride in the achievements of their Navy.

Thus far in this war twenty-nine thousand Navy men have given their lives. More than nine thousand are missing; four thousand five hundred are prisoners of war. Thirty thousand five hundred have been wounded. To these men and to their families the Navy and the Nation acknowledge a debt surpassing all measure.

JAMES FORRESTAL, Secretary of the Navy.
19 November 1944

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INDEX FOR DECEMBER 1944 ISSUE

The Annual CUMULATIVE INDEX has been printed separately this year to save paper stock. One copy has been mailed in each package of December 1944 issues of the Bulletin. Additional copies of the index, in limited quantity, are available from BuPers for official purposes. They should be requested through routine channels.

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This month’s covers
Jap battleships Yamashiro (foreground) and Fusou maneuver in the Sulu Sea under attack by our carrier aircraft shortly before both were sunk in the battle, which ended in the Philippines (see p. 2). Inside front cover: A PB40 rockets into the Pacific sky with the aid of jet units to assist takeoff. Opposite page: Navy gun camera records the last moments of a Jap Zekio fighter spouting flames from hits by a pursuing Helicat (Official U. S. Navy Photographs).

DISTRIBUTION OF THE INFORMATION BULLETIN
By BuPers Circular Letter No. 162-43 (appearing as 43-162 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with special orders and on-board count statistics. As a result, each copy is now on a basis of one copy for each ten officers and enlisted personnel. This procedure has been indicated to effect thorough distribution to all hands, but the Bulletin invites requests for additional copies as necessary to comply with the basis directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should also be advised if the full number of copies are not distributed. Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List; in the case of foreign countries, the Bureau should be informed. Distribution to Marine Corps personnel is effected by the Commandant of the 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 1.

The Information Bulletin is for all hands. Distribution does not allow for personal copies.

PASS THIS ONE ALONG AFTER YOU HAVE READ IT.
HELLCAT TAILS
FLAMING ZEKE
### 1945 NAVAL CALENDAR

#### Historic Dates World War II

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#### JANUARY
- 22: Anzio-Nettuno landing (1944)
- 24: Battle of Masawa Strait (1942)
- 31: Invasion of Kwajalein (1944)

#### FEBRUARY
- 1: First U.S. task force raid in Pacific hits Marshalls
- 16-17: Task force raid on Truk (1944)

#### MARCH
- 26: Battle of Komandorski Island (1943)

#### APRIL
- 18: R-20a from USS Hornet bomb Japan (1942)
- 22: Landing at Hollandia (1944)

#### MAY
- 6: Fall of Corregidor (1942)
- 7-8: Battle of Coral Sea (1942)
- 11: U.S. assault on Attu (1943)

#### JUNE
- 3-4: Battle of Midway (1942)
- 6: Invasion of Normandy (1944)
- 14: Invasion of Salerno (1944)
- 19: First Battle of Philippine Sea (1944)
- 29-30: Landing at Nassau Bay, New Guinea (1942)

#### JULY
- 4: First Battle of Kula Gulf (1943)
- 10: Invasion of Sicily (1943)
- 13: Second Battle of Kula Gulf (1943)
- 20: Invasion of Guam (1944)

#### AUGUST
- 4: Battle of Leyte Gulf (1943)
- 7: Invasion of Soomers (1942)
- 9: Battle of Savo Island (1942)
- 15: Recapture of Kiska (1943)
- 24-25: Battle of Eastern Solomons (1942)

#### SEPTEMBER
- 7: Invasion of Italy at Salerno (1943)
- 14: Invasion of Palau Islands (1944)

#### OCTOBER
- 11-12: Battle of Cape Esperance (1942)
- 19: Invasion of Leyte (1944)
- 22-27: Second Battle of Guadalcanal (1942)

#### NOVEMBER
- 1: Landing on Bougainville (1943)
- 8: Invasion of North Africa (1942)
- 13-15: Battle of Guadalcanal (1942)
- 20: Invasion of Gilbert Islands (1943)
- 30: Battle of Tassafaronga (1942)

#### DECEMBER
- 7: Jap attack on Pearl Harbor (1941)
- 15: Invasion of New Britain (1943)