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PASS THIS COPY ALONG
IT IS FOR 10 READERS
They Ran...But Won

How CVEs, DDs and DEs in an Unexpected Battle Defeated a Powerful Unit of the Japanese Fleet

It wasn't planned that way: the job of our CVEs, standing off Samar Island on the morning of 24 Oct. 1944, was to provide air support for the five-day-old invasion of the Philippines. They weren't there to fight a fleet engagement.

But they did—and they won. How they won, whipping and turning back a powerful unit of the Japanese Fleet, makes one of the strangest stories ever told of war at sea:

• The losers had heavy odds in their favor. The winners, even as they won, thought they were lost. They were running all the time they were winning.

• Gallant U.S. DDs and DEs, at the height of the chase, whirled about from get-the-hell-out formation, raced to within 4,600 yards of Jap BBs and CA's, launched crippling torpedo attacks and peppered their big opponents with gunfire at pointblank range.

• Our carrier planes, after they had spent their ammunition and torpedoes, divided enemy fire and sped his rout by making dummy runs on his ships, some dropping their extra gas tanks as make-believe bombs.

It all started quietly enough—if even the routine launching of carrier aircraft can be called quiet—with the planes, setting about their normal day's work over Leyte, taking off before dawn that morning from the three escort carrier groups.

On the south, closest to the mouth of Leyte Gulf, was the group commanded by Rear Admiral Thomas L. Sprague, USN, who also was in overall command of the three groups. In this group were the CVEs Petrol Bay, Capt. J. L. Kane, USN; Senganmon, Capt. M. E. Browder, USN; Santee, Capt. R. E. Blick, USN; Savo Island, Capt. C. E. Ekstrom, USN, and Suwanee, Capt. W. D. Johnson Jr., USN.

In the center group, under Rear Admiral Felix B. Stump, USN, were the Kadashan Bay, Capt. R. N. Hunter, USN; Manila Bay, Capt. Fitzhugh Lee, USN; Marcus Island, Capt. C. F. Greber, USN; Natoma Bay, Capt. A. K. Morehouse, USN, and Ommaney Bay, Capt. H. L. Young, USN.

To the north, closest to the approaching but undetected Jap force, was the group commanded by Rear Admiral C. A. F. Sprague, USN: the Fanshaw Bay, Capt. D. P. Johnson, USN; Gambier Bay, Capt. W. V. R. Vieweg, USN; Kalmijn Bay, Capt. T. B. Williamson, USN; Kithun Bay, Capt. J. P. Whitney, USN; Saint Lo (formerly the Midway), Capt. F. J. McKenna, USN, and White Plains, Capt. D. J. Sullivan, USN.

This northern group was the only one whose carriers came within range of the Jap warships' guns in the action, one of three major engagements in the three-day Battle of the Philippines (INFORMATION BULLETIN, December 1944, p. 2).

Two of its ships, the Gambier Bay (lacerated by a score of hits from Jap CA's 8-inch guns) and the Saint Lo (victim of an enemy dive-bomber after his surface forces had broken off the engagement), were the only carriers lost from the CVE force. Its escort of three DDs and four DEs, under the tactical command of Comdr. U. D. Thomas, USN, included the other U.S. vessels lost in the action, the destroyers Johnston, commanded by Comdr. Ernest E. Evans, USN, and Hoel, Comdr. L. S. Kinberger, USN, and the destroyer escort Samuel B. Roberts, Lt. Comdr. Robert W. Copeland, USNR.

At 0500, an hour and a half before sunrise, this group launched its combat air patrol for Leyte and, at 0545, its local combat air patrol, antisubmarine patrol and its first strike on Jap beach positions on Leyte. Exactly an hour later one of the pilots of the local anti-sub patrol reported sighting an approaching enemy force of battleships, cruisers and destroyers.

These were the Japs, most of them, which had been attacked in the Sibuyan Sea the day before by aircraft of the 3d Fleet—now battering another enemy force, including battleships and carriers, well to the north off Luzon. Despite damage, the Jap force had come through Sun Bemardino Strait during the night and now was swinging around Samar toward our transports, landing craft and supply ships in Leyte Gulf and the still narrow beachheads there.

Expecting to meet no such enemy fleet, the commander of the northern CVE group, Rear Admiral C. A. F. Sprague, ordered that the contact report be checked and verified.

He tells the story from there:

"The report came back: four battleships, seven heavy and light cruisers and about nine destroyers—with pagoda masts. Simultaneously with the pilot's verifying report, we sighted antiaircraft fire. The whole Japanese force had opened up on him. I knew we were in a tough spot. I didn't think anything could save me, since the Japs were reportedly making 30 knots my way.

"The only thing to do was to think of something to do. I ordered my screen to drop back astern of the carriers and make smoke. We made smoke, too, and immediately launched all our planes. Fortunately, the wind was right. My course was 90 degrees and the wind was from 70 degrees, so I could run and launch at the same time.

"To the north of us there was a rain squall which extended out of sight. It wasn't thick, but the squall, combined with our course change, gave us a few minutes' breather.

"I didn't like our 90-degrees course, for the Japs could have stayed on it forever. I asked for all possible aid and assistance from our forces to the south and also ordered the Leyte..."
Said skipper of a CVE unhit in two and a half hours of attack: "I guess we'd been living right."

strike to return immediately. Then, I ordered a course change to the south.

"I figured we'd be blown out of the water the instant we came out of the rain squall. But, for some reason, the Jap fleet failed to cut across the triangle to cut us off. Instead, they followed us the long way around and, when we came out of the rain squall, their ships were no closer to us than they had been when we entered it.

"I figured we might as well try to do some damage, since it seemed certain we were in for it; so I ordered the escorts to launch a torpedo attack.

"It was a very gallant attack. One of the destroyers got a direct torpedo hit on a battleship."

[The destroyer Hoel made two torpedo runs under effective, close-range enemy fire, launching half a salvo each time, in attempts to stop both the enemy's battleship and cruiser columns. The first is believed to have damaged the lead BB. The second, made on one engine and by hand steering after the ship had been seriously damaged by Jap shells, struck home on the lead enemy CA so effectively that she was scuttled and abandoned. The Hoel's guns scored numerous hits on battleships, cruisers and destroyers before she went down after taking some 40 large-caliber projectiles through her thin skin.

[The second U.S. destroyer lost in the action, the Johnston, also attacked successfully with both torpedoes and gunfire, at one time challenging an enemy cruiser at pointblank range to draw her fire away from the damaged CVE Gambier Bay. After more than two hours of almost continuous firing, during which her guns were knocked out one by one, the Johnston went down in the midst of the Jap fleet.

[The story of the third escort sunk off Samar that morning, the DB Samuel B. Roberts, is similar: a successful torpedo attack under suicidal conditions, followed by gun duels at 4,000 to 5,000 yards with vastly superior enemy ships until—dead in the water and sinking fast—she was abandoned. Cameramen on Jap warships only a few hundred yards away took moving pictures of her survivors as they struggled to their liferafts. They, with those of the two destroyers and the Gambier Bay, drifted two days and two nights before being picked up."

I The Japs (Admiral Sprague's narrative continues) then sent a number of their cruisers up on our port hand, and the destroyers on our starboard hand. The battleships stayed at the rear, and all the guns that could reach us were firing.

"Turning the two and a half hours of the attack, I estimate that 300 salvos were fired, of which only one scored a vital hit on any of the carriers—a shell caught the Gambier Bay below the water-line, flooded an engine room and knocked the engine out. Her reduced speed made her fall behind, and the Jap forces passed her by, scored more hits and sank her. At the same time three of the escorts (two destroyers and a destroyer escort) took hits which sank them.

"I emerged from the surface engagement with five of my six escort carriers intact, although some of them had been hit. The Kalinin Bay had taken several hits, including one from a major-caliber shell. My flagship, the Fanshaw Bay, had also taken hits.

A near miss had raised the White Plains' stern out of the water and damaged her, but she was still operating her flight schedule.

"Turning the surface engagement, we made frequent course changes to throw the Japs off in their gunnery problem. Each individual ship captainrased the splashes from the Jap salvos. It was miraculous that we emerged as we did.

"When the range between the two forces got down to where the Japs came within reach of our escort carrier five-inch guns (there was one on the stern of each escort carrier), we
opened up and got hits, observable from both our ships and the air. While our five-inch gun was firing from the flagship, one of the battery officers said: "Just hold on a little longer, boys, we're getting 'em into 40-millimeter range.'

"Meanwhile, all our own planes, and planes from Admiral Thomas Sprague's force (70 miles to the south) and Admiral Felix Stump's force (30 miles to the southeast), were working the Jap ships over and doing considerable damage.

"Some of the Wildcat and Avenger pilots from Admiral Ostie's carriers—he [Rear Admiral Ralph A. Ostie, USN] was my second in command—were making dummy runs on the Japs after their ammunition and torpedoes had been expended.

"When the Japs finally turned away, a signalman on my bridge said: 'Dammit, they're getting away.' At the time, I didn't know why the Japs had turned tail. But upon analysis, I concluded that it was because they had suffered too much damage to continue the attack.

"One cruiser had been sunk, a destroyer had gone down and a badly damaged cruiser was sunk later by planes from Admirals Thomas Sprague's and Felix Stump's carriers. Our planes scored many bomb and torpedo hits and I learned that every single one of the Jap ships had either been hit or sunk.

[Another destroyer from this Jap force was caught and sunk that night by returning units of the 3d Fleet before she could get back through the Sibuyan Sea; a barge was sunk in the Sibuyan Sea next day by U.S. carrier aircraft harassing the retreating enemy.]

"Then, too, the Japs may have heard that Admiral Oldendorf's force [battleships, cruisers and destroyers under Rear Admiral Jesse B. Oldendorf, USN, which blocked Jap entry into Leyte Gulf through Surigao Strait] had wiped out the southernmost Japanese force and that their northern carriers had been polished off. They knew, too, that a heavier surface action awaited them if they tried to force an entrance to Leyte Gulf.
How CLs and DDs Saved 1,440 from Doomed CVL

Two cruisers and four destroyers wrote their names memorably into the history of the Battle of the Philippines on 23 October when they nosed in under the very gun sponsons of the firestricken light aircraft carrier USS Princeton to fight roaring flames and take off that ship's officers and men.

Ignoring the danger of fires raging around ammunition-packed magazines and high-octane gasoline tanks and lines, whose explosion could demolish all of them, the following ships were responsible for removing 1,440 officers and men from the doomed Princeton:

The light cruiser USS Birmingham, commanded by Capt. T. B. Inglis, USN; the light cruiser USS Reno, Capt. R. C. Alexander, USN; and the destroyers USS Irwin, Comdr. D. B. Miller, USN; USS Cassin Young, Comdr. E. T. Schreiber, USN; USS Morrison, Comdr. J. R. Hansen, USN, and USS Gatling, Comdr. A. F. Richardson, USN.

After the Princeton had been damaged these ships moved in against her hot sides, directing high-pressure streams of water into the flames and aiding personnel scrambling down from her overhanging decks directly to the forecastles below.

Capt. William H. Buracker, USN, commanding officer of the Princeton, put into words the feelings of his whole company when he said: "The 1,440 Princeton survivors owe their lives to the gallant work of these ships which fought the fire."

Photographs above and at top of page show rescue ships fighting fire on Princeton after she was hit by bomb.
Wounded combat veterans train for return to duty by brushing up on aircraft recognition at naval hospital.

Reducing the Human Cost of War

Because the last war was relatively short, complete attention was not given the subject of rehabilitation until the war was over. Many lessons have been learned from that experience. There is a different concept this time. Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy, expresses it this way: "Proper rehabilitation starts the day a man is wounded or breaks down."

In line with this, the Navy has developed a broad program which involves a number of new ideas and is showing bright promise. The goal is what the doctors call "maximum adjustment"—that is, putting men back into the finest shape possible, either for further military service or for return to civilian life. If a man is to return to active duty, then the intention is to send him back better prepared than when he entered the hospital, better able to play his part in the Navy. For the man awaiting discharge, the goal is to return him to civilian life with the least possible handicap from his disability and the highest possible preparation for life as a civilian.

Disabled men returned to civilian life will have their disability allowances, it is true. But, as the Surgeon General has said, they must not be led to believe they should live on the money paid them as a pension. The Navy program tries to develop abilities to counterbalance disabilities, and to instill in every disabled man the determination to play a useful role in his local community. Rehabilitation in this light consists of turning out men who are strong, self-reliant, self-sustaining and self-confident, men who can get along in any company. This is important both to the man himself and to the nation as a whole.

The plan is to provide complete medical and surgical treatment, and supplement this with training and welfare services which go beyond ordinary hospital care. For these the Bureau of Medicine and Surgery, whose responsibility the rehabilitation program is, calls upon the Bureau of Naval Personnel. Thus expert help and guidance is invoked at once on behalf of any man who is incapacitated. This new type of human "damage control" goes into action regardless of whether the man can be restored to duty or must be discharged to civilian life. The heartening news is this: The human cost of the war is being reduced.

Program Expanding

Work along these lines has been under way for several months in the general and convalescent naval hospitals now operating within the continental limits, and the program is now expanding, with additional personnel, both officer and enlisted, under training for special phases. In April the Bureau of Medicine and Surgery established a new branch devoted especially to rehabilitation, and ordered naval hospitals within the continental limits to appoint one member of the staff as a rehabilitation officer. Usually he has the services of a rehabilitation board, representing every branch of modern medical knowledge. On these boards, along with men skilled in such things as surgery, neuropsychiatry and physiotherapy, there are non-medical men versed in such things as vocational guidance, physical education and recreation. There are also Red Cross workers and chaplains.

No matter whether the patient's destination is a duty station or a discharge, he finds that within his limitations life in a naval hospital has been made active rather than passive. The picture is one of business and industry, and that is true even for men confined to their beds. There is a brand new conception of how much a
patient may accomplish while "laid up." Educational services officers and physical training officers work hand in hand with the doctors. Training devices are becoming almost as much a part of hospital furniture as beds. Physical training experts, working under the doctors' supervision, show patients how to keep in good trim, though they may not be able to leave their beds. Patients take exercise regularly, in prescribed amounts—not only the corrective exercise they may need to limber up after an injury, but the kind of exercise that maintains ordinary physical fitness. This exercise is designed to fit the needs of the individual, for the program is personalized, not routine. Additional experts are now being trained for this by BuPers' Physical Training Section.

Training Resumed

Whenever medical men say the patient is ready, he resumes the training that was interrupted by his illness or injury. He is shown that he need not go stale, but on the contrary can advance. Officers operating under the program of BuPers' Educational Services Section bring the Navy training program right to the patient's bedside. Training of one sort or another starts as early as the patient's condition permits, and the tempo increases in step with his recovery. By the end of his convalescence he is performing the equivalent of full duty.

Patients now "get better" in several ways, not merely in the sense of improved health. Training devices of all kinds are provided, ranging from semaphore flags to walkie-talkies. Ambulatory patients work out navigation problems, assemble radio sets, learn aircraft recognition or practice with blinkers. If the man was studying for a higher rating when incapacitated, the educational services officers see to it that he loses no ground. Many men complete their study for an advancement in rating and take the written part of the examination for promotion while still patients. High school or college work is made available, and patients often fill in gaps in their schooling or learn something new for postwar use.

Just what portions of training and exercise to mix with medical and surgical treatment is, of course, for the doctors to prescribe, just as they may prescribe physical or occupational therapy. Every man's daily program is tailored to his individual case. The supplemental activities are not permitted to become a burden. He is shown, however, how he can keep his time occupied to good purpose. This gives him a sense of accomplishment, and combats hospital tedium. Experience indicates that this new prescription speeds recovery. There is no room for boredom or "hospitalitis" or mental unemployment. The slump in physical condition which often accompanies forced idleness is averted to a great extent. These men are "down" but they are by no means out.

The primary aim is, of course, to restore men to active duty, and to do so as rapidly as wise medical practice permits. To bring a man to the right state of training takes time, and
it is important that his training be utilized. The man wounded in combat is a battle-tempered man of obvious value. Aside from the humanitarian aspects, there are urgent military reasons for getting skilled men back to their duty stations with the least possible delay, and at the highest possible pitch of health, spirits and ability. It is the Navy's policy to retain him in duties compatible with his ability. The statistics on the rehabilitation of the wounded are striking. It speaks well for the skill of the Medical Corps that of 30,000 Navy and Marine wounded up to 30 June 1944, only 443 had to be invalided out of the service.

The early campaigns produced a good many cases of tropical diseases. This problem resulted in the creation of the new Marine barracks at Klamath Falls, Oreg. This is an establishment of a completely new type, neither hospital, convalescent home nor rest center. The approximately there are not patients and are not so regarded, although medical care is immediately available. They are marines who contracted tropical diseases while fighting in the Pacific. Some had spent more than a year in various hospitals, although they needed medical attention only at intervals, and needed primarily a chance to rebuild their strength. It was an enervating, discouraging experience.

This station was set up on 18 Jan. 1944, under Col. Bernard Dubel, USMC, and at present 2,700 men are on duty there. Their program combines medical treatment when and if they need it, with the regular duties of marines anywhere. As fighting men, they keep their hand in. There is, in addition, a great deal of sport, for the barracks lie in a mountain basin 5,000 feet above sea level, in excellent hunting and fishing country. But the Klamath Falls camp is not a recreation center. The men keep exceedingly busy. As they regain their old power the work grows progressively more vigorous until they are taking 12-mile hikes up the mountains under full pack. The first large group of men moved in on 20 May. They have responded so well that the majority of them are going back to service—and for unlimited duty.

Rehabilitation for Discharge

For the man awaiting discharge the question looming largest is that of a job. The Navy tries to see to it that he has a planned future. If he knows what he intends to do, he can use his stay in the hospital to get into a high state of readiness. The educational resources of nearly 100 colleges are available to him through correspondence courses, and Navy educational services officers provide material on any subject in which the patient shows an interest. Patients study everything from electronics to turkey raising and homesteading prospects.

Many a man about to be discharged is at loose ends, with little or no idea what he would like to do or what he is fitted for. In this case he can get expert guidance and realistic advice. Educational services officers and psychologists review his training and experience, test his aptitudes and preferences, and sound out his ambitions. If he has physical or psychological handicaps, they are carefully evaluated. He is given a thorough per-
naval hospital is a seaman who was injured in a shipboard accident. He is young, inexperienced, and his education stopped at the seventh grade. The only job he ever knew was one in a sawmill. That may be too strenuous for him. Testing his talents and preferences, the vocational experts can unfold for them.

One of the patients in an eastern naval hospital is a seaman who was injured in a shipboard accident. He is young, inexperienced, and his education stopped at the seventh grade. The only job he ever knew was one in a sawmill. That may be too strenuous for him. Testing his talents and preferences, the vocational experts found the young man liked assembling electrical equipment. He is deft at it and finds it interesting. The doctors reported that he would do best in a job at a bench. The experts saw this could be solved with a job in a factory making electrical equipment. He is rehearsing for it now, will leave the hospital a semi-skilled worker.

In naval hospitals today patients work in their beds with such things as automobile fuel pumps, carburetors and electric motors, having converted their beds into workshops. They are taking what are called "concentrated short work experiences." Those are samples of various jobs, so that a man may grow familiar with the tools and processes involved and the theoretical information that goes with them. This enables him to determine whether he has enough real interest in the work to adopt it as a career. If he has, the educational services of the hospital will help him.

The hospitals themselves do double duty; patients learn new trades or brush up on old ones in the hospital carpentry shop, the garage, and sometimes the office. Patients in some localities have access to the facilities of local trade schools, with the Red Cross and the local trade schools, with the Red Cross helping to equip them with training. Patients in some localities have access to the facilities of local trade schools, with the Red Cross and the local trade schools, with the Red Cross helping to equip them with training.

In this counterattack on disability, encouraging victories are being won. There are very few men who have been blinded. In the Philadelphia Naval Hospital, where the blind are brought for training, there are not more than a score of these patients, including men blinded by the sort of mishaps common in civilian life. They are trained like a person, a normal life, trained to take up civilian status with assurance. Highly encouraging work also is being done with the deaf. If a man has lost an arm or leg, a plastic substitute exactly suited to his needs is made in the hospital by skilled craftsmen working in constant collaboration with the surgeons. It is routine that these men learn to drive an automobile and dancce. A great many are permitted to return to military duty. Others go into civilian life at trades learned while recuperating. Injuries like this are not to be spoken of lightly. But the hardship can be reduced, and the rehabilitation program is proving it.

In this war, like others, will inevitably bring its harvest of disabled men. But the thorough and continuous and individualized rehabilitation is contributing much to helping them find where they will fit.
The official U.S. Navy photographs on these two pages were taken during recent strikes by U.S. carrier planes on Jap shipping in Manila harbor. Enemy warships sunk or damaged included survivors—some of them cripples—of the Battle of the Philippines (see p. 2). In addition to taking a heavy toll of ships, our planes heavily damaged enemy installations and destroyed hundreds of Jap aircraft.

Cargo vessels—sunk, sinking, burning—litter Manila harbor, veiled in smoke during U.S. carrier-plane raid.

Patterns of destruction.

Jap heavy cruiser maneuvers frantically under attack. She was sunk later on the day these pictures were taken.
Enemy CA steams between geysers from exploding bombs. Shortly after, several struck home and she went down.

Aerial-torpedo wakes streak toward Nachi-class cruiser. SB2C scores direct hit on cruiser of Cbokai Maya class.
The Story of BuS&A Is Story Behind One of Our Greatest Secret Weapons

In speaking of the tremendous task of supplying our Pacific Fleet, Admiral Nimitz recently said:

"The method by which we are able to supply and maintain a great task force thousands of miles from its base for extended periods of time is one of the greatest secret weapons. I do not propose to disclose the secret to the Japanese, who would very much like to know it, but this much I can say:

"It could not be accomplished without the loyal and tireless efforts of thousands of officers, enlisted men and civilian employees of the Navy whose job it is to supply the fleet."

That strains the shirt buttons of all Supply Corps personnel. Their chests swell with justifiable pride at such a commendation, for they carry the heavy workload of technical and specialized staff duties in supplying the fleet.

Their accomplishments rarely are reported. Their work, for the most part, is prosaic routine, but back of each dramatic combat story is another significant story, usually untold, of "loyal and tireless efforts" in solving supply problems.

The success of naval operations is vitally dependent upon the material readiness of our fighting ships. That, to a large degree, is the responsibility of the Supply Corps and its parent, the Bureau of Supplies and Accounts of the Navy Department.

As Admiral Nimitz has designated it, the efficiency of the Navy's supply system has proved to be one of the "greatest secret weapons." It has baffled the Japs. In the far reaches of the Pacific, the area of operations of our maximum naval power no longer is limited to a fleet's cruising radius from fixed bases. Our task forces now are able to seek out and engage the enemy wherever he may flee, and hit him with a frequency of attack that multiplies the striking power of each vessel manyfold.

All that is due to new concepts and innovations in naval logistics. Operational requirements in this global war have dictated the development of a mobile supply system which enables our battle fleets to refuel, replenish stores and ammunition and even make repairs many thousands of miles from major mainland bases. (See article on the "A" Fleet, November 1944 INFORMATION BULLETIN, p. 6.)

The increase in sea-keeping ability of our combatant vessels, as a result of a supply service which moves with the fleet ever closer to the enemy's own shores, has had as great an effect on naval strategy and tactics and has contributed as importantly to our successes as any invention that has increased the Navy's power. Yet comparatively little has been written about it. Within the Navy itself, the Supply Corps has re-
mained a more-or-less “silent service.” That is because it is spectacular only in the results it has assisted the fleet to accomplish, for it exists only to support the fleet.

The Job
Specifically, BuS& A is charged with and responsible for the procurement, purchase, receipt, custody, warehousing, issue and shipment of all supplies, fuel and other materials for the Navy, except supplies for the Marine Corps and except the procurement of certain special technical items and the storage and issue of medical stores, ammunition and explosives.

These duties include the development, testing, procurement and distribution of special and protective clothing, other than aviation clothing, and of new articles and methods of subsistence, for the protection and physical comfort of naval personnel serving in all parts of the world. The bureau also arranges for the compilation, printing and distribution of Navy specifications and of the Navy supplement to the Federal Standard Stock Catalog.

In the supervision of supplies, the bureau has control of the operation of the Naval Stock Fund, the Naval Working Fund, the Clothing and Small Stores Fund, and the stocks procured under these funds. It has administrative control of the Naval Procurement Fund.

It has charge of the operation and upkeep of naval supply depots, the Naval Clothing Factory and coffee roasting plants. It exercises administrative supervision over fuel plants, commissary and ship’s store activities, purchasing officers, Navy market offices, cost inspection offices, material redistribution and disposal offices, defense-aid receiving barracks and training stations, and storehouses for supplies under its cognizance at Navy yards and stations.

It coordinates the assembly of supplies and materials for the initial establishment of advance bases and determines storage and space requirements in connection with movement of such bases.

In storage and transportation of supplies, BuS & A determines the necessity for and recommends the location, type, size and interior arrangements of storehouses ashore, and the equipment and arrangement of supply activity spaces afloat. It authorizes and has cognizance over the transportation of naval property and household effects of naval personnel and has charge of the procurement of cargo vessels and the loading and discharging of supply ships, tankers and colliers. It has cognizance of the development of new containers, improved packaging, packing and materials-handling methods for use by the Navy, Marine Corps and Coast Guard.

It prepares and submits estimates of funds required for freight, fuel, clothing and subsistence of naval personnel, for the maintenance and operation of activities under its direction and for

Hardware store: Ship’s spare-parts issue room stocks over 4,000 items.
It is a story of a highly specialized, imaginative, flexible, “know how—can do” organization—the U. S. Navy Supply Corps, headed by Rear Admiral William Brent Young, (SC) USN, Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy, the entire corps is motivated by one of the favorite mottos of its chief: “The difficult we do at once—the impossible may take a little longer.”

Procurement of the various materials required by the Navy—some 700,000 separate items of supplies—has been and continues to be a prodigious task. For the fiscal year which ended 30 June 1944 the Navy's expenditures totaled $26,520,000,000. And procurement continues to increase.

During the last year the Navy's overseas shipments were the equivalent of 1,260 50-car freight trains. Food requirements for the Navy for this year, if carried in one movement by rail, would require a freight train, with cars loaded to capacity, stretching from Des Moines, Ia., to New Orleans.

BuS&A pays a freight bill for the movement of Navy materials which averages $45,000,000 a month.

The Navy's food requirements for the last fiscal year included 320,000,000 pounds of ham, 55,000,000 pounds of wheat flour, 68,000,000 pounds of butter, 67,000,000 dozen fresh eggs, 7,500,000 pounds of dehydrated eggs, 750,000,000 pounds of potatoes, and 5,500,000 pounds of ice cream mix—to mention only a few of more than 100 subsistence items. Estimated food requirements this year will be about 25% greater than last year.

The General Purchase Division of BuS&A will buy 180,000,000 pounds of soap for the Navy this year. The shore establishment of the Navy will use 400 carloads of paper towels.

Clothing requirements of the Navy this year include, in round-figure estimates, more than 17,500,000 dungaree trousers, 20,400,000 chambray shirts, 34,800,000 nainsook drawers, 31,300,000 cotton undershirts and 31,000,000 black cotton socks. Each week of the year the bureau is spending an average of $11,500,000 for clothing, textiles and footwear.

By cutting red tape and simplifying paper work wherever possible, BuS&A has streamlined procurement procedures so that the time required to close a contract has been reduced from an average of 90 days to an average of eight or nine days and, in cases of emergency procurement, to a matter of minutes.

To warehouse the vast stores of naval materials, the bureau has supervised an increase in storage space from 31,000,000 square feet two years ago to a contemplated 86,000,000 square feet by the end of this year.

The Setup

The Navy's supply system in this war functions like a globe-gridding network of pipelines through which materials flow from manufacturers' plants to the fleet. To assure an uninterrupted flow, constant pressure must be maintained in the lines in the form of ample inventory levels at the various supply activities ashore. Inventory control has become a highly specialized branch of the science of logistics, embracing the maintenance of adequate inventory levels and the allocation of critical materials for maximum effectiveness in the prosecution of the war.

There are 27 major supply activities, including naval supply depots and supply departments at major yards and stations, where the greatest bulk of naval stores are initially assembled and warehoused to replenish the stores of the many minor yards and stations. From both the major and minor activities, including the advance bases overseas, vessels of the fleet requisition and receive the supplies required at regular replenishment intervals or for interim needs.

Establishment of four huge inland naval supply depots—strategically located at Mechanicsburg, Pa.; Clearfield, Utah; Scotia, N. Y., and Spokane,
This, Too, Is Supply

When the supply officer of a destroyer that had been at sea a long time visited a cruiser in an advanced area, the latter's supply officer awaited requests. All the DD wanted on this particular occasion was six fiddle strings to restring her hillbilly band. The cruiser had them.

Bus&A's Field Branch in Cleveland, Ohio, is called both the "Navy Bank" and the "Navy Court of Human Relations."

As the Navy Bank it disburses more than $150,000,000 each month in allotments and family allowances.

As the Navy Court of Human Relations it is a repository of letters of personal financial distress, marital difficulties and everyday griefs. Here are a few samples:

A lady in Illinois asked the Field Branch to build her a home, "a place where I can raise my own vegetables and chickens... please arrange for it to be located in the suburbs of Chicago."

From a Nevada woman wrote: "Our little boy chewed my allotment check in half. His father gave him a talking to and it won't happen again. Can you please send us another check?"

Tops for brevity was a single-line query from a forlorn Navy wife: "Who's in the hell is my allotment check?"

A naval task force stood off Parry Island, where the Marines were preparing to land. Out from the beach of another island that already had been captured came a small boat. In it was a guard with a family of natives—man, wife and daughter.

These inventories, which maintain the pressure on the pipelines of supply, are maintained by Bus&A through replenishment requests which are filled by (1) transfer of excess stock from another activity, (2) purchase by bid or negotiation, (3) return of the requisition to a field purchasing office for procurement or (4) manufacturing request to the cognizant yard.

During the last two years more than 65,000 contracts have been awarded to more than 14,000 suppliers by the bureau. These materials move from the manufacturers' plants into the supply activity receiving the delivery and thence to the consumer—the ships of the fleet and the various stations of the naval establishment.

While the major supply activities serve as the "pumping stations" of the pipeline of supply, the advance bases are the outlets, or "faucets," established as close as possible to combat areas, through which the fleet draws stock replenishments. The inventory of a ship is limited by capacity only, and the entire supply system is operated to supply each ship to capacity at each replenishment, so the fleet can operate at maximum efficiency and thus maintain maximum sea-keeping ability.

The Results

But the "secret weapon," referred to by Admiral Nimitz involves far more than the efficient and uninterrupted flow of supplies to advance bases. It includes mobility and unprecedented speed in replenishing ships, and that embraces a floating supply service—the stores, repair and fuel ships—the ships of the "train" which follow every unit of combatant forces. This mobile, floating supply service has fooled and frustrated the enemy, for it has given our fighting fleet a virtually unlimited operating radius. It has enabled the U.S. Navy to apply its overwhelming power at the end of the longest supply lines in the history of warfare.

The advantage we possess in a mobile supply system, providing logistic support for the fleet from advance areas which are won and established and moved on as combat areas change, was admitted recently by a high Japanese
authority, who said plaintively: "Our island bases in the Pacific are unsinkable, but they are not very maneuverable." The U. S. forces not only have the unsinkable island bases, but a maneuverability which the enemy never dreamed possible.

It is not enough, however, to deliver what is needed at the required time and place. Those supplies also must arrive at their destination undamaged and ready for use. To accomplish that, there have been one of the most challenging problems in the logistics of global warfare, which require movement of materials under extreme conditions and operating conditions that would be considered extreme by any standards.

The present efficiency of our supply system is due to no small part to the innovations in packing, packaging, and materials handling. The Supply Corps has learned, through the bitter experience of handling supplies through the surf and exposing them to destructive elements in open storage on hard-won beachheads, to package supplies for maximum protection, how to prevent corrosion and how to assure undamaged delivery regardless of handling methods.

During the crucial early days of the fighting on Guadalcanal, one Marine detachment had nothing but canned corn to eat for several days: The labels had washed off the canned goods when the cases were carried ashore through the surf, and the cook could not identify the contents until the can was opened. The simple expedient of embossing the name of the contents on the outside of the can, instead of using a pasted label, solved that problem.

Pacing the strides that have been made in protective packaging are the developments in materials-handling methods which enable supply activities to move greater quantities in less time with fewer men. The key to the solution of materials-handling problems ashore is the pallet, a standardized wooden platform, 48 by 48 inches, on which boxes, cartons, crates, barrels, bags or other containers may be piled, strapped and moved by mechanical fork-lift truck as a unit load. One skilled fork-truck operator can unload or store a load of palletized unit loads of dry provisions in 40 minutes. If each case was handled separately, it would take 20 man-hours to do the job.

Automatic mechanization and the handling of unit loads is becoming the universal practice at supply activities ashore and is rapidly being extended overseas as equipment becomes available and operating conditions permit.

Mechanization has enabled the U.S. Army to accomplish prodigious work in accounting and disbursing as well as in the handling of materials. The largest accounting and disbursing divisions in the bureau are located in its Field Branch in Cleveland, Ohio. There, as well as at other activities of the Supply Corps, great batteries of automatic machines handle complex accounting and bookkeeping details with amazing speed and accuracy.

During the fiscal year which ended 30 June 1944 the Field Branch of the bureau issued 9,288,000 family-allowance checks to the dependents of naval personnel for a total amount of $601,806,000. It also made the disbursements on 4,299,000 pay allotments for a total of $896,699,000, examined 12,500,000 pay accounts and dispatched 27,999,000 pieces of mail during the year.

**The People**

At the outbreak of the war, the number of officers of the Supply Corps on active duty included 658 of the regular Navy, 116 retired regular Navy officers, 1,425 Reserve officers and 368 pay clerks—a total of 2,357. The active-duty strength of the corps on 15 November 1944 was 1,893 regular Navy officers, including 167 on the retired list, 12,889 Reserve male officers, 668 officers of the Women's Reserve and 2,921 pay clerks—a total of 18,171.

With approximately 2,000 officers of the corps now in training schools, more than half of the officer strength is on shore duty within the continental limits; but within the next 16 months 50% of the total will be serving at shore activities in the U. S., 30% afloat and 20% overseas.

A large majority of the Reserve officers of the corps are special-service officers, for the most part over 30 years of age, who have been appointed to fill specific billets ashore and thus release general-service and regular Navy officers for duty in combat areas.

These specialists have been commissioned from widely varying pursuits. They include top-ranking business executives, commodity experts, purchasing agents, food specialists, transportation and warehouse men, bankers, auditors, accountants, statisticians, attorneys and experts from other business and professional fields. Their skill and experience have brought into the Navy the best of modern business practice and have contributed materially to expediting the Navy's business.

In addition to their specialized duties, members of a ship's supply department stand their assigned battle stations whenever general quarters sound. Officers of the Supply Corps have fought where the enemy met the enemy and are well represented among the naval officers who have been decorated for gallantry above and beyond the call of duty.

Battles start, stop, rage again. But the service of supply moves continuously, unceasingly. Supply Corps personnel is at work day and night, week after week, month after month, to make as certain as possible that the fleet never lacks for fuel, food, clothing or any of the thousands of items of supplies required for successful operations.

**HOW DID IT START?**

**COMMISSION PENNANT:** In the 17th Century, when the Dutch were fighting the English, a Dutch admiral hoisted a broom at his masthead (INFORMATION BULLETIN, November 1944, p. 29) to indicate his intention to sweep the English from the sea. The English admiral answered this gesture by hoisting a horseshoe, indicating his intention to chastise the Dutch—which he did. From this came the custom, adopted by all nations, of flying a narrow pennant, symbolizing the original horseshoe, as the distinctive mark of naval vessels in service. The commission pennant, as it is called today, is flown at the main of all naval vessels in commission except when, on flagship, its place is taken by the commodore's or admiral's personal flag.
ARCTIC VICTORY

HIGH up in the Arctic Circle, in ice-packed waters and along bleak shores, the Navy revealed last month, a tiny task force of four U. S. Coast Guard cutters last summer and fall ferreted out and fought a dramatic battle against bands of Nazis trying to set up fortified bases along Greenland’s northeast coast. Despite treacherous seas, wrathful weather and cunning foes, the Coast Guardsmen captured one armed Nazi trawler, sank another and forced abandonment of a third, destroyed two radio stations set up to send weather information to Germany, captured 60 Nazis and fought off a twin-motored bomber attack. The hunt-and-hit hostilities, it is believed, were waged farther north than any other campaign ever fought in this hemisphere. The pursuit and pummeling of the Nazi invaders began last July and was climax’d on 16 October when the Eastwind and Southwind, on maiden voyages, closed in on a brand new 180-foot Nazi armed trawler and captured the vessel and her crew of 20. The decisive attack was made daringly in the dead of night, in a field of swiftly shifting ice floes that threatened at any moment to crush the cutters. During the operations three cutters sustained damaged rudders and propellers, and one of them had to be towed 3,000 miles to port.

FROZEN ASSETS: These Nazi weather experts are no longer of any value to the Reich. They are surrendering to Coast Guardsmen who smashed their Arctic Circle radio stations.

THINGS CAN GET TOO HOT even in the Arctic, these 28 Nazis learned. Pursued, they finally scuttled their ship, took to boats and quit.

"IT'S POURING YANKS," must have been the last frantic message radiated to Germany from this Nazi weather information shack found abandoned.

PRIZE crew brings armed Nazi trawler Externsteine into Allied port from Greenland where she was captured after perilous, pretzel-pathed chase.
SCHOOL CREDIT FOR NAVY WORK

If you ever went to boot camp or indoctrination school, or if you've taken a training course to earn an advancement or rating—or even just on the basis of your naval experience—you may be able to claim academic credit in a high school or college when the time comes to return to civilian ways and your interrupted studies.

You may, as a matter of fact, have enough credit to apply for and get your diploma now if you were in striking distance of it when you left school to join the armed forces.

And, at the very worst, you will likely find that you have accumulated some additional credits, if and when you return to school, to help you make up some of the time you lost while out fighting.

Or, if you do not choose to return to your books after discharge, you will find that you may have a "bonus" of experience in your civilian job or trade marked up to your credit for your naval work—which may help you work off some of your apprenticeship or give you a higher salary bracket when you get back to your job. It might even give you an opportunity for an entirely new, better job.

As a part of a comprehensive plan now being worked out (and already in operation) to minimize as much as possible the effect of your necessary fighting interruption from civilian life, we give you every opportunity to profit personally from your training and experience in the armed forces.

In brief, the plan consists of a series of evaluations, in scholastic terms, of the different courses and experiences of service personnel. These evaluations, made by civilian educators, are available in printed form to all academic institutions and constitute recommendations to the schools as to how much credit should be allowed in each instance.

Eager to assist in giving a break to deserving service personnel whose educations and careers were interrupted by the war, educational groups started studying the problem more than two years ago. Joining in this work were the War and Navy Department which cooperated in the program by lending their facilities and information and, in some cases, personnel who were familiar with the gigantic training program of the various branches of our fighting forces, as well as the United States Armed Forces Institute (USAFI) and leading educational organizations.

To date the thousands of courses taught by the armed forces in terms of high school, junior college and university credit, committees were appointed by the American Council on Education—a civilian organization representing many educational institutions and accrediting organizations. Leading educators in many of the contributing fields contributed their time and knowledge gratuitously to help in the establishment of a sound and fair basis for granting scholastic credit for wartime experience, training, Armed Forces Cooperating with Educational Institutions In Plan to Give Academic Credit for Military Training

Correspondence courses and other voluntary off-duty studies completed by service personnel.

After carefully studying the curricula of the various courses and the length of time devoted to the work, and then comparing them with equivalent courses offered by civilian schools, the council published the findings and recommendations, which are now being distributed to educational institutions, as a guide in granting credit to service personnel who apply for it. Although every course taught by the armed forces has as yet not been evaluated, studies for more than 375 have already been completed. Recommendations for these may be found in the handbook of the American Council on Education, "A Guide to the Evaluation of Educational Experiences in the Armed Forces." Copies of this book are being made available to educational institutions and to Navy educational services officers.

Under these recommendations, for instance, enlisted men who had recruited training courses may be granted as much as a half-year's high school credit for their work in the Navy, while officers who had eight weeks of indoctrination school may be granted one semester hours credit in a university.

On the opposite page are shown a representative number of the recommendations indicative of the general evaluation being established.

The schools are not bound to accept the recommendations but, since the American Council represents most of them and has made an exhaustive study of the problem, it is believed that the recommendations will be followed in most instances.

The Background

In 1939, when the President declared the national emergency, the nation undertook the tremendous task of girding itself for global war. School books were from necessity temporarily laid aside in favor of more urgent needs. In place of high school and college subjects, jobs had to be learned and skills perfected which would train men for the mighty land and naval forces needed.

To hundreds of thousands of men and women, going into the service meant cutting their formal education short. For others it meant at least postponing the day when they could complete their academic work. Many of these men, it was recognized, matured, by the intervening years and their wartime experiences, to which they returned to school at the same level which they left when they joined the armed forces. They would have grown beyond their former classmates in years, knowledge and experience.

Many of the courses they had received from the armed forces to prepare them for their wartime job, moreover, were in effect equivalent to those on school curricula. Consequently, they had kept pace with their fellow classmates, who for various reasons had not entered or been accepted by the services. The American Council on Education recognized this, and to expect service personnel to repeat work in which they had already been trained would neither be fair nor practical for both the schools and individuals concerned.

At the same time this Council recognized that there would naturally be some highly specialized wartime courses which would find no civilian counterpart, either in school curricula or in application to civilian jobs. Consequently, for military experiences of this sort no academic credit has been recommended. But the great majority of the thousands of courses taught by the armed forces could, if provisions were made, be converted into high school, junior college or university credit, and be evaluated by employers in terms of some kind of occupational recognition for these men and women who planned either to resume their educations or enter civilian employment when the war had been won.

At the same time educators interested in the postwar welfare of service personnel recalled the experiences of thousands of schools who had following World War I, when institutions unfamiliar with service training attempted to evaluate what this work was worth in terms of their own courses. Some well-intentioned schools indiscriminately granted to returning service personnel credit which worked a hardship on the men and women by expecting them to resume their schooling at a point beyond which they were actually prepared. Others, with equally good intentions, did not award a fair amount of credit, likewise working a hardship on returning service personnel.

The present program was evolved to meet all these problems.

Evidence of the tremendous benefit which this program will be to great numbers of men and women at the war's end can be found in the first 12,000 applications, which have already been received. Of all those processed, 90% were received from personnel desiring accreditation of service work toward a high school diploma. Ninety-eight per cent of these were evaluated with some credit granted, and approximately 25% actually received enough credit for them to be awarded their high school diplomas. In special cases, for personnel lacking sufficient credit to graduate, the high schools outlined other courses which might be taken and which would be acceptable toward the completion of their high school educations.

Of the completed cases of men and women who applied for college credit, 97% were awarded credit with 20% of the applicants receiving (Continued on page 56)
<table>
<thead>
<tr>
<th>NAME OF COURSE</th>
<th>LENGTH OF COURSE</th>
<th>HIGH SCHOOL CREDIT RECOMMENDED</th>
<th>JUNIOR COLLEGE CREDIT RECOMMENDED</th>
<th>COLLEGE CREDIT RECOMMENDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Navy Enlisted, Male</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Gunner</td>
<td>4 1/3 weeks (now 5 weeks)</td>
<td>1½ unit in precision instruments</td>
<td>3 hours in precision instruments</td>
<td>None</td>
</tr>
<tr>
<td>Aviation Electrician's Mate</td>
<td>12 weeks</td>
<td>2 units in aviation electricity</td>
<td>10 hours in aviation electricity</td>
<td>None</td>
</tr>
<tr>
<td>Air Force Academy's Mate (class A school)</td>
<td>14 to 21 weeks</td>
<td>2½ or 3 units in aviation machine shop, depending on length of course</td>
<td>12 hours in aviation machine shop</td>
<td>None</td>
</tr>
<tr>
<td>Aviation Radioman (class A school)</td>
<td>18 weeks (formerly 24 weeks)</td>
<td>3 units in radio operation and maintenance</td>
<td>12 hours in radio operation and maintenance</td>
<td>None</td>
</tr>
<tr>
<td>Aviation Technician</td>
<td>24 weeks (formerly 24 weeks)</td>
<td>3 units in radio</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Bombsight Maintenance</td>
<td>16 weeks</td>
<td>2½ units in electrical instrument maintenance</td>
<td>12 hours in electronic instrument maintenance</td>
<td>None</td>
</tr>
<tr>
<td>Cooks and Bakers (class A school)</td>
<td>16 weeks</td>
<td>1 unit in cooking and baking</td>
<td>12 hours in cooking and baking</td>
<td>None</td>
</tr>
<tr>
<td>Convoy (formerly Seaman's ship)</td>
<td>8 weeks (extended to 19 weeks)</td>
<td>1 unit for related subjects</td>
<td>10 hours for related subjects</td>
<td>None</td>
</tr>
<tr>
<td>Dental School (class B school)</td>
<td>19 weeks</td>
<td>1½ units in dental technology</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Diesel (class A school)</td>
<td>8 weeks</td>
<td>1 unit in Diesel engines</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Engineering, Basic (class A school)</td>
<td>8 weeks</td>
<td>1 unit in electrical shop</td>
<td>6 hours in electrical work</td>
<td>None</td>
</tr>
<tr>
<td>Fire Control (class A school)</td>
<td>16 weeks</td>
<td>1½ units in shop practice</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Hospital Corps Certificate (class A school)</td>
<td>6 weeks intensive</td>
<td>1½ units in mechanical shop for 16 weeks course</td>
<td>6 hours in shop practice</td>
<td>None</td>
</tr>
<tr>
<td>Medical Picture Camera (class C school)</td>
<td>8 weeks</td>
<td>1 unit in physiology; 1 unit in public health, hygiene and first aid; 1 unit in motion picture photography</td>
<td>6 hours in mechanical shop for 16 weeks course</td>
<td>None</td>
</tr>
<tr>
<td>Operating Flight (Aircrew)</td>
<td>8 weeks</td>
<td>1 unit in aviation crew operation</td>
<td>12 hours in aviation crew operation</td>
<td>None</td>
</tr>
<tr>
<td>Pinewood Material (changed to Para chute Riggin) (class C school)</td>
<td>19 weeks (shortened to 12 weeks)</td>
<td>2½ units in fabric laboratory</td>
<td>12 hours in property and accounting</td>
<td>None</td>
</tr>
<tr>
<td>Property and Accounting</td>
<td>52 weeks</td>
<td>2 units in typing; 1 unit in bookkeeping</td>
<td>12 hours in property and accounting</td>
<td>None</td>
</tr>
<tr>
<td>Radio (class A school)</td>
<td>16 weeks (formerly 16 weeks or more)</td>
<td>2½ units in radio dispatching and air control operation</td>
<td>12 hours in radio dispatching and air control operation</td>
<td>None</td>
</tr>
<tr>
<td>Signalman (class A school)</td>
<td>16 weeks</td>
<td>1½ units in signaling</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Yeoman</td>
<td>16 weeks</td>
<td>2 units in stenography</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Navy Officers, Male</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aeronautics, Civil (WTS)</td>
<td>8 weeks elementary; 4 weeks intermediate</td>
<td>2 units in flight preparatory for both courses, or proportionate credit for completion of one course</td>
<td>6 hours in aeronautics (not restricted to terminal credit)</td>
<td>2 hours in navigation, 1 hour in aeronautics for both courses, or proportionate credit for completion of one course</td>
</tr>
<tr>
<td>Communications</td>
<td>16 weeks</td>
<td>2 units in radio and communications</td>
<td>12 hours in radio and communications</td>
<td>Credit in typing based on examinations</td>
</tr>
<tr>
<td>Destroyer Escort, Patrol and Submarine Chaser</td>
<td>8 weeks</td>
<td>1 unit</td>
<td>None</td>
<td>Credit in navigation, general engineering, and first aid based on examinations</td>
</tr>
<tr>
<td>Diesel</td>
<td>26 weeks</td>
<td>3 units in Diesel engines</td>
<td>None</td>
<td>Credit based on examinations</td>
</tr>
<tr>
<td>Inductionation</td>
<td>8 weeks</td>
<td>1 unit in naval science</td>
<td>None</td>
<td>Credit based on examinations</td>
</tr>
<tr>
<td>Midshipmen (Engineering)</td>
<td>14 weeks (now 17 weeks)</td>
<td>None</td>
<td>None</td>
<td>Electrical engineering, 4 hours; construction and auto engines, 4 hours; boilers and auxiliaries, 3 hrs.</td>
</tr>
<tr>
<td>Oriental Languages</td>
<td>52 weeks</td>
<td>None</td>
<td>None</td>
<td>26 hours in oriental languages</td>
</tr>
<tr>
<td>Pre-Flight</td>
<td>11 weeks</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Navy Enlisted, Female</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aerographer's Mate</td>
<td>12 weeks</td>
<td>2 units in weather observer</td>
<td>10 hours in weather observer</td>
<td>None</td>
</tr>
<tr>
<td>Aircraft Instruments</td>
<td>14 weeks</td>
<td>1½ units in instrument maintenance</td>
<td>10 hours in instrument maintenance</td>
<td>None</td>
</tr>
<tr>
<td>Inductionation</td>
<td>4 or 5 weeks</td>
<td>1½ unit in naval organization, history</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Communications</td>
<td>8 weeks</td>
<td>1 unit in radio and communications</td>
<td>4 hours in preparatory for radio operators or airport control tower</td>
<td>Credit in radio and typing based on examinations</td>
</tr>
<tr>
<td>Inductionation</td>
<td>7 weeks</td>
<td>1 unit in naval organization, history</td>
<td>None</td>
<td>Credit in radio and typing based on examinations</td>
</tr>
<tr>
<td>Navy Officers, Female</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aeronautics, Civil (WTS)</td>
<td>12 weeks</td>
<td>2 units in weather observer</td>
<td>10 hours in weather observer</td>
<td>None</td>
</tr>
<tr>
<td>Aircraft Instruments</td>
<td>14 weeks</td>
<td>1½ units in instrument maintenance</td>
<td>10 hours in instrument maintenance</td>
<td>None</td>
</tr>
<tr>
<td>Inductionation</td>
<td>4 or 5 weeks</td>
<td>1½ unit in naval organization, history</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Marine Corps Enlisted, Male</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amphibious Tractor Operator</td>
<td>4 weeks</td>
<td>¾ unit in tractor operation</td>
<td>3 hours in tractor operation</td>
<td>None</td>
</tr>
<tr>
<td>Aviation Supply</td>
<td>15 weeks</td>
<td>1½ units in business practices</td>
<td>12 hours in business practices</td>
<td>None</td>
</tr>
<tr>
<td>Drafting</td>
<td>12 weeks</td>
<td>3 units in drafting</td>
<td>10 hours in drafting</td>
<td>None</td>
</tr>
<tr>
<td>Field Music</td>
<td>12 weeks</td>
<td>1 unit in drum and bugle corps</td>
<td>6 hours in drum and bugle corps</td>
<td>None</td>
</tr>
<tr>
<td>Radio Operator</td>
<td>12 weeks</td>
<td>2 units in radio operation</td>
<td>10 hours in radio operation</td>
<td>None</td>
</tr>
<tr>
<td>Water Supply and Purification</td>
<td>8 and 12 weeks</td>
<td>1 or 2 units in watertender operation depending on length of course</td>
<td>8 to 10 hours in watertender operation depending on length of course</td>
<td>None</td>
</tr>
<tr>
<td>Marine Corps Officers, Male</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Field Artillery</td>
<td>16 weeks (formerly 12 weeks)</td>
<td>None</td>
<td>None</td>
<td>Military training credit; math, civil engineering, etc., credit based on exams</td>
</tr>
<tr>
<td>Coast Guard Enlisted, Male</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gunner's Mate</td>
<td>12 and 16 weeks</td>
<td>1½ units in ordnance training</td>
<td>6 hours in ordnance training</td>
<td>None</td>
</tr>
<tr>
<td>Gyro Field Instruments</td>
<td>9 weeks</td>
<td>1½ units in ordnance training</td>
<td>6 hours in ordnance training</td>
<td>None</td>
</tr>
<tr>
<td>Matheus'ts Mate</td>
<td>10 weeks</td>
<td>3 units in machine shop</td>
<td>12 hours in machine shop</td>
<td>None</td>
</tr>
<tr>
<td>Motor Machinist's Mate</td>
<td>16 weeks</td>
<td>3½ units in machine shop</td>
<td>12 hours in machine shop</td>
<td>None</td>
</tr>
<tr>
<td>Pilot Security</td>
<td>6 weeks</td>
<td>1 unit in protective and service work</td>
<td>4 hours in protective and service work</td>
<td>None</td>
</tr>
<tr>
<td>Quartermaster</td>
<td>12 and 13 weeks</td>
<td>2 units in navigation and signaling</td>
<td>10 hours in navigation and signaling</td>
<td>None</td>
</tr>
<tr>
<td>Seamanship</td>
<td>12 weeks</td>
<td>2 units in seamanship</td>
<td>10 hours in seamanship</td>
<td>None</td>
</tr>
<tr>
<td>Stoker Keeper</td>
<td>6 weeks</td>
<td>2 units in office procedure and credit in typing based on examinations</td>
<td>10 hours in office procedure</td>
<td>None</td>
</tr>
<tr>
<td>Coast Guard Officers, Male</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pay and Supply</td>
<td>16 weeks</td>
<td>2½ units in business practice</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

*Terminal credit means that credit is recommended for individuals who plan to take only two years of junior college work of a technical or vocational nature.*
A GREAT convoy, loaded and formed at a U. S. east coast port, knifes its way through the waters of the Atlantic, bound for Gibraltar and the Mediterranean. It carries arms and food and other supplies and, last but not least, parcel-post packages from home for naval personnel.

Overhead an R5D on the Naval Air Transport Service, also bound for the Mediterranean, passes the convoy. Included in its cargo is Navy mail. When the men aboard the convoy reach their Mediterranean port, their own mail will be there, waiting.

From San Francisco, another NATS plane is off for Pearl Harbor, carrying mail on a 14-hour schedule. Within minutes after the plane lands at Pearl, some of its mailbags have been shifted to other planes for transhipment to points nearer the battlefronts. Mail posted in the Middle West will reach South Pacific fronts in a few days.

Out in the western Pacific, the crew aboard a carrier hears over the bullhorn the call "Fourth Division, stand by to receive destroyer on port quarter." Sailors in dungarees hurry aft to the fantail as a two-stack destroyer battles forward against the waves left by the speeding carrier. The destroyer's skipper synchronizes his speed and course with that of the flattop. Then a bluejacket heaves a light line from the carrier to the bobbing destroyer. This strong light line pulls a larger messenger line over to the destroyer, and the messenger line, in turn, hauls over the whip line. The whip line, or "trolley," is secured and held taut.

A deep canvas bag, relic of coal burning ships, is rigged on the trolley. Bags of mail are piled in it and pulled across the churning sea to the carrier. A few minutes after the destroyer casts off, "mail call" is sounded aboard the carrier. The grand scramble is on. The Navy's mail has been delivered again.

These incidents are just a few snapshots, as it were, from the picture album of the Navy mail service.

When You Get a Letter in the Marshalls

5 Days After It Was Mailed in New York,

You Know Somebody's Looking Out for You

For the whole picture, you'd somehow have to crowd in approximately 17,000 Navy mail clerks and 400 postal officers, 5,000 Navy post offices throughout the world, almost every convoy, task group and mail plane leaving or returning to the U. S. — and sooner or later nearly every ship in the Navy.

And to give the picture perspective, you should crowd in the mail itself. For instance, in November 1944, figures show the Navy mail service handled 111,364,853 pieces of mail of all kinds. Of this number, 69,361,602 cleared the San Francisco Fleet Post Office and 42,003,251 cleared the New York FPO.

In October 1944 the service disposed of the greatest volume of mail since the war began — 113,981,956 pieces, 73,310,984 via San Francisco and 39,970,972 via New York.

The combined figures for October and November include a total of 229,966,245 Christmas packages for naval, Marine Corps and Coast Guard personnel, more than three times the total of 74,800,000 Christmas packages handled by the Navy the year before.

To get the overall picture of the worldwide Navy mail service and how
it does a job unparalleled in all history, you should start with Op-20M in Washington, D. C. ("Op" is the Office of the Chief of Naval Operations; Op-20 is Naval Communications. The "M" is for mail, and so Op-20M is the Postal Affairs Division of Communications, otherwise known as the Navy mail service.)

Op-20M, located in the main Navy Department building on Constitution Avenue, is the heart of the mail service, the central control, through which flows the latest information on ship and plane movements, that decides the routing of Navy mail is based.

The strong arms of Op-20M are the great fleet post offices at New York and San Francisco, clearing houses for mail moving between the U. S. and the Atlantic and the Pacific.

Like the headquarters of so many naval activities, Op-20M centers in and around a huge room crowded with desks, file cases, film recording and printing machinery, incoming and outgoing wires, with scores of officers, enlisted personnel and civilian workers buzzing about. The officer-in-charge, Assistant Director of Naval Communications for Postal Affairs, is a sea-going captain with modern combat experience.

The personnel of Postal Affairs, in Washington and throughout the world, includes veterans of the U. S. postal service, serving as postal officers or as rated mailmen (MaM). Like the family physician and dentist, the mailman has gone to war, and it's quite possible the last letter served you at home is today out anywhere from the North Sea to the Philippines, sorting, delivering or routing Navy mail.

The Nerve Center

In the nerve center which is Op-20M, ship and plane movements are traced and communicated daily to the fleet post offices by wire and air mail. Information on ship and plane movements come in from all over the world by radio, letter and messenger. The job almost begs a description, but an efficient job it is, keeping track of 45,000 shifting ships and shore stations of the naval establishment, and keeping all FPo's and mobile fleet units currently advised of changes.

Full use is made of the ships and planes of the Navy, the Army and the merchant marine and the machinery of the U. S. Post Office Department. Navy and Army planes interchange their services in transporting mail. Some area will find the Navy carrying all the Army's mail, while in other areas the Army carries the Navy's mail. Commercial airline facilities also are utilized extensively.

All FPo's furnish Washington with a daily report including details on any backlogs that may accumulate, thus assuring prompt action on delays.

Expediting the Mail

During the summer months, of course, longer days and clearer weather make it possible to handle more Navy mail by air than in winter. The greatest percentage of letters not dispatched by air to all naval points on the eastern seaboard outside continental limits in the Western Hemisphere. For the Pacific, European and Mediterranean theaters, the major portion of letter mail is carried by fast surface ship.

The Navy's most difficult mail problem is that of reaching the men of the Armed Guard and the merchant marine, since merchant ships put into practically all Allied ports throughout the world without benefit of schedule. Handling of merchant marine mail was assumed by the Navy inasmuch as it offered the only secure channel for the routing of this mail and already was obligated to deliver mail to Navy gun crews on the same ships. Almost all Armed Guard and merchant marine mail is forwarded by air.

Sometimes a letter of complaint is received from a relative or close friend of a man in the naval service. A "Dear Mom" department checks with BuPers and with the Postal Affairs directory service to ascertain the present address of the serviceman.

If his mail service has been poor— if he has received no mail in the last two or three months—Postal Affairs asks the man's commanding officer about the mail service of his unit and specifically why Jones or Smith isn't getting his mail. If bad, the cause is determined and diligent effort made to rectify the situation. If Postal Affairs finds the man has been neglectful in writing his relatives, he is informed of their anxiety and is advised to write home oftener.

When the man or his relatives are using an incorrect address, they are given the correct one.

Cable Service Too

Op-20M also handles the operations of the EFM-SCM cable service (Expeditionary Force Message and Sender's Composition Message) to and from naval personnel.

EFMs are stock messages, with 237 different standard wordings now available to cover almost every common request, congratulation, greeting and message. They are carried by commercial cable and radio channels between most Allied-controlled ports of the world at a standard charge of 60 cents plus tax, which varies according to where the message is received.

Service personnel afloat, or stationed overseas where there are no commercial facilities, may send EFMs via their communications officers. They may also be sent by relatives or friends in the U. S. to all land-based service personnel overseas and to personnel in certain land-based mobile units. The list of EFM texts was published in the September 1944 Information Bulletin, p. 68.

The SCM is for the use of a relative or a friend who wishes to cable a message to anyone in the Navy stationed at an overseas shore base. This type of message is paid for at current rates according to the number of words.

The Mail Goes In

When an invasion is launched, the initial mail service staff goes in with the third echelon on the third day, setting up portable equipment, collecting...
mail and selling stamps and canceling letters. This mail unit, however, does not deliver mail. The delivery unit comes in with the fourth echelon and, when established ashore, operates in two tents, later replaced by quonset huts, with 2½-ton truck for transportation. It is equipped with a safe, desk, chairs and other supplies, and begins delivery as soon as the first mail plane lands with its load. Meanwhile, the mail unit that went in with the third echelon is dispatching mail.

For ships of the invasion fleets, mobile fleet post offices are established aboard large carriers or LSTs.

Good old American ingenuity sparks the Navy mail service. The postal officer at Peleliu, for instance, was able to provide regular mail service for marines and naval personnel five days after D-day by using a number of apple crates. With all its equipment aboard another ship 50 miles away, the postal unit began operations aboard an LST off Peleliu by spreading apple crates over the LST's crowded deck and sorting the mail into them. The packets were then dispatched in small boats to the beach and to all ships present. Small quantities of mail arrived at the beachhead as early as D-plus-two, and daily deliveries began three days later, the mail being flown in by NATS Skysharks.

The first NATS flight to Peleliu created a sensation. The plane landed within 600 yards of where fighting was going on between Marines and the Japanese. Action was so close that the Japs tried to hit the next NATS plane with a mortar shell. However, they never got the range.

5 Days to Eniwetok

Navy mail service is now delivering letters to Eniwetok, former Jap-held island in the Marshalls, five days after posting on the U.S. east coast.

When the first mail from home reached the island last February, some Japs were still holding out. The battle was still under way when a seaplane landed in the harbor and turned over its mailbags to a rusty and battered LCV (P) which soon edged into the beach with its cargo. There were six tents on the island then, and only three had electric lights—the atoll headquarters tent, the communications tent and the postal tent.

A sign painter's apprentice posted a sign reading "FLEET POST OFFICE." Some feet away, another sign, much more legible, read: "REPORT DEAD JAPS HERE."

There had been misery on Eniwetok that day and the men had had to contend with flies, sun and dirt as well as Japs.

Bluejacket postal clerks working under a single electric light sorted the mail, and begrimed men began to congregate outside. Sullenly they counted the bags of mail as they disappeared into the tent. Soon the mail was ready. The war halted for an hour. All over the island there were tiny dots of light as the men broke out flashlights and sat on the ground to read their mail. Their eyes lost all traces of the weariness that had been evident a short time before.
The Fleet Post Offices

Operating units of the Navy mail service throughout the world are the Navy post offices. There are 983 Navy post offices in the U. S., 778 at overseas shore bases and 3,098 aboard ship. While these figures total 4,469, there are in reality more than 5,000 Navy post offices all over the world, since major activities count only as one post office on the roster of the Postal Affairs Division. Such activities, however, may have as many as 12 post offices within the command.

Navy POs vary greatly in size and appearance, of course, depending upon the number of personnel they serve. The larger ones are designated as fleet post offices. A small overseas outpost PO may be operated in a corner of a tent by one man on four hours a day collateral mail duty. The San Francisco FPO (the largest of all) has 2,100 employed. New York FPO has 1,300; Pearl Harbor has 494.

Mail personnel is allotted on the basis of one mail clerk for each 500 persons and one directory clerk for each 1,000.

Most Navy mail to or from ships and overseas points is processed through either the San Francisco or New York fleet post offices.

San Francisco PO mail operations are spread out over four buildings to serve the Navy in the western part of the U. S. and the entire Pacific Fleet. The New York PO housed in a 10-deck building in the downtown section except for its parcel post section at Pier 51 on the Hudson River in Manhattan, serves the eastern part of the U. S. and the Atlantic Fleet, including naval units in Europe, Africa, South and Central America, and the Caribbean.

There is, in addition, a special FPO in Chicago to receive and process V-mail for addresses in 17 central and central southern states. V-mail from the East, addressed to men in the Pacific, is intercepted at Chicago and mailed from there as soon as possible. The same interception occurs for European and African mail which originates in the central and western states.

The New Orleans PO also plays a prominent part in the Navy mail service, clearing mail to and from the areas fringing the Gulf of Mexico and the Caribbean. There are many other FPOs in the U. S., but the major operations are at San Francisco and New York, on a 24-hour basis.

Those who know the layout of a big city U. S. Post Office would find themselves in familiar surroundings in one of the Navy's major FPOs. A large ground deck is devoted to the actual loading and unloading of mail bags on Navy mail trucks. Mail comes in and goes out every hour of the day. There is a section for each class of mail: V-mail, air mail, first class mail, registered and insured mail, "print," the FPO term for newspapers, magazines, and such—and parcel post.

Each class of mail, for delivery in or outside the U. S., is moved from the ground deck to the proper distribution section. Each class is subjected to two and sometimes three breakdowns until finally it is sorted into slots and pouches for several thousand ships and stations.

The stream of general Navy mail, official and personal, flows through the mail branches of the FPO. However, the Armed Guard has its own branch at the San Francisco, New York, and Norfolk buildings, handling an FPO within an FPO. It handles its own directory, does its own distributing. The FPOs have merchant marine mail services, with dispatching handled jointly by the AG and merchant marine dispatch section.

The Marine Corps section of the two big FPOs also operates separately, except for dispatching, which is handled by the Navy. The Marines keep track of their own units.

The New York FPO also has a French Navy section, manned by French enlisted personnel, to handle mail for French naval vessels operating with the U. S. Atlantic Fleet.

Fast vs. Slow Service

Mail that is properly addressed moves full speed ahead. Mail that is improperly addressed is turned over to the directory service, which handles each strand mail item individually.

In most cases, if a Navy mail directory has anything at all to work on, improperly addressed mail finally reaches the person intended.

There is little hope, of course, for letters addressed to: John Jones, Sr., c/o Fleet Post Office, New York, N. Y., or San Francisco, Calif. In such cases, the sender is notified and requested to furnish a more detailed address.

The directories of the San Francisco and New York FPOs are known officially as the Pacific Fleet and Atlantic Fleet Records Offices. There the names of over 3,000,000 naval personnel—including yours—are kept on cards arranged alphabetically in scores of wooden bins or cases that take up half a deck. Here staffs, chiefly WAVE personnel, do an efficient job of recording address changes as they come in and helping track down the latest correct address for Joe Dokes, 916, or Bill Binks, CBM.

Biggest headaches to the directories are the thousands of Smiths, Joneses, Johnsons, Browns and Whites. There are 1,800 William Smiths in the New York directory's files.

Handling of Navy, Marine Corps and Coast Guard mail is simplified and expedited by the use of Navy numbers—that is, numbers assigned to particular naval activities and their personnel. Such a number, properly used on each address, helps to assure speedy mail service.

Postal officers of the big FPOs sit in huddle day on conferences with officials of shipping companies, NATS, commercial airlines, the Army Postal Service and the U. S. Post Office Department to coordinate latest convoy and routing information. When ships are suddenly ordered to sail from the
ports of New York or San Francisco, the FPOs there naturally get the
information first and then forward it immediately to Washington for dis-
tribution to other Navy post offices. When the destination of a unit is tem-
porarily undetermined, its mail in the FPO goes into a “hold
section” and is not dispatched until the unit’s next address is received.
For the sake of security, a so-called locator system is used in dispatching
Navy mail. Each ship and activity has a locator number (changed fre-
quently) to which its mail is ad-
dressed after it is put in the pouches.
One of the most difficult jobs is the handling of “print.” Naval per-
sontel are subject to constant shifts throughout the world, and all too often
newspaper and magazine publishers have only the initial Navy address of
their subscribers in service. Publishers are notified by postage due notice
from the FPO, when “print” addresses are incorrect. Postal Affairs con-
tinues, meanwhile, to advise naval per-
sontel to keep publishers informed of
their changes of address and to re-
quest discontinuance of publications
they do not want.

Ready and Waiting
When ships reach American ports, they find their mail waiting for them.
The FPO, informed in advance of an-
ticipated ship arrivals, loads the mail
for each ship on trucks and sends it to the docks. If the ship is not yet in
port, the mail is not taken back to the
FPO. The mail truck waits. Some-
times, the mail is loaded on small craft at the docks and sent out to the
waiting ships.
At the New York FPO, 1944’s un-
precedented Christmas mail loa-
cased a severe case of growing pains
which was cured only by moving the
parcel post section to Navy Pier 51
on the Hudson River. The pier has two
decks and a roof (but little in the way
of bulkheads), is about three city
blocks in length, and offers to all
hands the opportunity of duty in the
open spaces. Winter had come to New
York, and temperatures on the pier
were frequently sub-zero.
Parcel post crews at San Francisco
and New York each operate a “sca-
venger department” where damaged or
improperly wrapped packages from
home are rewrapped.
The biggest trouble with Navy par-
cel post is that so much of it is
wrapped in packages that simply
won’t stand the guff, and also that
parents and wives and friends insist
on sending perishable foodstuffs to
naval personnel overseas. The food
deteriorates with handling and changes
in the weather.

The Most Practical Mail
V-mail is the most practical mail
service the Navy offers. It receives
the highest priority and reduces the
mail transportation problem.
Basically, the V-mail principle is
very simple. Instead of sending the
letter itself, which is bulky and (when
weighed in the millions) heavy, the
Navy simply photographs the letter
onto a tiny film and then gives the ad-
dressees a photographic print of the
letter. As a result, the equivalent of 25 sacks of air mail letters, weighing approximately 1,550 pounds, recorded on 16-mm. film can be carried in one small V-mail sack weighing approximately 14 pounds. Eighteen hundred V-mail letters, can be recorded on one 100-foot roll of microfilm weighing 7 ounces, displacing a stack of letters that originally weighed 41 pounds.

The excellent mail service of recent months has been made possible to a considerable extent by a large percentage of the people using V-mail. In the past two months, however, there has been a decline in its use due to the possibility that there are unlimited airmail facilities. At this critical time, with forces and operations constantly expanding, the exclusive use of airmail will defeat the good mail service of the past months.

For this reason, all hands are always advised to share airmail advantages with others by using V-mail whenever and as often as possible.

In addition to the three big V-mail FPOs serving the Navy in the U.S. (New York, San Francisco and Chicago) there are 25 V-mail processing stations overseas. Of these, 20 are operated by Navy, five by Army.

When Army and Navy units are operating in the same area, these overseas stations always interchange V-mail service. The Navy now takes care of the Army on Guam, for instance, while the Army serves the Navy in Iceland and at Cairo, Egypt.

The number of V-mail stations overseas fluctuates according to the trend of operations. Nine V-mail stations have been closed in recent months because of shifts in the areas of operations and because the mail volume has been reduced to a level whereby air facilities are adequate, and new stations opened closer to the front.

Shuttle airmail service is maintained to forward areas and surrounding stations by the overseas V-mail stations. This assures airmail service “all the way” for V-mail.

6 to 10 Million Monthly

The Navy mail service handles from 6 to 10 million V-mail letters to and from naval personnel per month.

How the V-mail process actually works is shown in the accompanying cartoons. When senders do not follow instructions, it slows down.

V-mail letters written in dark blue or black ink must be separated from those written in colored inks or in pencil, because the latter call for special treatment, including more or less light during the instantaneous exposure to assure a serviceable film negative.

The next job is to “spot” letters with enclosures and remove them, because no enclosures can be sent with V-mail. These enclosures have covered everything imaginable—razor blades, chewing gum, ration tokens, money and pictures. Letters pasted on V-mail letter sheets cannot be photographed. If you want to send a sketch by V-mail, draw it or have it drawn on the letter sheet. There is no objection to that, and ambitious artists have contributed scores of Christmas and New Year's cartoons which were printed on V-mail sheets.

So that enclosures may be forwarded, V-mail letters with enclosures are shifted to first class mail bags and handled thereafter as letter mail. Such letters are forwarded in original form via surface mail (which is slower than air, of course) and the addressee notified when possible.

There are other reasons why V-mail ceases to be V-mail when opened and examined; the writing may be too faint or too small, or it may not have been kept within the specified limits on the letter sheet form. The sheet may have been improperly folded, causing it to be defaced by the letter opening machine. (These letters are forwarded from overseas by air to the U.S. when possible, since personnel may not have pen and ink or soft lead pencil available).

If you are writing from a ship or overseas, a good thing to remember about V-mail—and this will save you a few cents from time to time—is never to put airmail postage on a V-mail envelope unless the addressee lives a considerable distance from the FPOs at New York, San Francisco, or Chicago. V-mail rolls move by air anyway; so if your Aunt Emma lives within a few hundred miles of any of these FPOs, use your free mailing privilege and save your airmail money. On the other hand, if your home is in the southwest, southeast, or in a Middle Western state distant from Chicago, then an airmail stamp naturally will speed up delivery.
What the Folks Back

AP Newsfeatures.

WHAT THE FOLKS BACK

(Condensed from a review, by the Associated Press, of what's been going on on the home front since you've been away. Made available to the INFORMATION BULLETIN by AP Newsfeatures.)

JANUARY: Invasion rumors... U. S. suicide rate declines... West Coast motorists drain gas stations dry... Mrs. Herbert Hoover dies in New York City at 68... Anianas Sontona, exiled president of Lithuania, dies in Cleveland... Betty Grable's unborn child nominated "Babe of the Year"... Shall soldiers and sailors vote?... Fourth war loan drive... Bids Sayao cites Brazilian woman's mission in life: "To be beautiful and kind, to make music, to make life pleasant for man"... Army-Navy report: 5,200 Americans died in Philippines of starvation and torture... Nation pledges to avenge victims... World's greatest warship, 45,000-ton Missouri, launched... Dimout lifted in New York... Congress sidetracks President's request for a national service act... President is 62... John D. Rockefeller, Jr., 70... President and Mrs. Roosevelt deed Hyde Park homestead and 33 acres to U. S. ... Hollywood motorist Josephine Lee, fined for speeding, says she had to drive that way to keep sailors off... Johnny (Tarzan) Weismuller sued for divorce.

FEBRUARY: The $2,315,000,000 second wartime tax bill goes to the White House... Army takes over seven Fall River (Mass.) textile mills... Star "Nova Pictoris" found flattened at poles... Tax bill vetoed by President... Wendell Willkie celebrates 52nd birthday... Lee Masters, comic, wins Mexican divorce from third husband... Edgar Lee Masters, 74,... of "Spoon River Anthology" fame, found destitute in New York... Grover Cleveland Bergdoll, World War I draft dodger, released from Leavenworth... Raymond Clapper, columnist, killed in air crash... Soldier-sailor vote problem complicated by mechanics and politics... Stephen Hopkins of Harry L. Hopkins, killed in the Pacific... Divorce: Edna Marie Skelton "doed it" to Red Skelton.

MARCH: FBI arrests 31 persons in Florida in effort to end black market in railroad reservations... Soldiers and sailors vote... Fourth war loan drive... Gripsholm homeward bound with 711 Americans... Irving S. Cobb dies in New York at 67... Hendrik Willem van Loon dies at 62... Joseph C. Lincoln dies at 74... Three literary deaths within a week... Application of Pvt. Louis F. Niestepski to enlist in the WAC rejected... Republicans want change in tax basis... Supreme Court upholds rent and price control.

APRIL: Charlie Chaplin acquitted of Mann Act charge... Wendell Willkie loses Wisconsin primary; withdraws from contest for Presidential nomination... Mrs. Roosevelt tells press conference she hopes women will sit officially at the peace table... William Cardinal O'Connell, archbishop of Boston, dies... Justice Charles Evans Hughes is 82... Charlie Chaplin is 55... Col. Elliott Roosevelt becomes a bachelor again... Constellation, largest land plane, sets new transcontinental speed record, six hours, 58 minutes... Secretary of the Navy Frank Knox dies at 70... Government seizes Chicago plant of Montgomery Ward & Co., physically evicting Sewell L. Avery, company head.

MAY: "Pensive" wins Preakness at Pimlico... Lillian Smith's "Strange Fruit" barred from mails and then reinstated "at the publisher's risk"... Roosevelt bandwagon rolls on, bringing pledged and claimed delegates to 607—only 589 needed for nomination... Alfred E. Smith's wife dies at 65... Fifteen male "Fundamentalists," accused of maintaining a total of 55 wives, are convicted of unlawful cohabitation in Salt Lake City... For first time in 25 years there'll be no Communist presidential nominee... New York fire department extinguishes fire in offices of Fire Extinguisher Service Corp.

JUNE: Two Americans make speeches in Russia: Vice President Wallace and Chamber of Commerce president Eric Johnston... National Knights of Ku Klux Klan disbanded... Fifth war loan drive for $16 billion starts... Thomas E. Dewey is named Republican nominee for President.

JULY: International monetary conference opens at Bretton Woods... Norman H. Davis, 66, American Red Cross chairman and former ambassador-at-large, dies... Gov. Dewey, radio match for President Roosevelt, vocally speaking, opens campaign... Vice President Wallace starts home from Chungking... De Gaulle has "comforting talks" with President in Washington... "Big Top" fire in Hartford, Conn., takes more than 150 lives... Will rocket bombs cross the ocean?... Democratic convention: Mr. Roosevelt's nomination was inevitable; Sen. Harry Truman wins hot race for second place on ticket... More than 500 killed in explosion of ammunition ships at Port Chicago, Calif.... Blast shook San Francisco, 35 miles away... Polar bear in New York City zoo bit off arm of young woman teaser before her companions drove him away with burning newspapers.

AUGUST: Manuel Quezon, exiled Philippines president, dies... CIO-PAC plea: "A buck for the New Deal"... Gov. Dewey denounces Rep. Ham Fish for anti-Semitism... Last of the first two women senators: Hatlie Caraway defeated in Arkansas primary... Rep. Fulbright sponsors resolution which puts the House on record for international freedom of the press... Fire: at Palisades Park, N. J., and Luna Park, Coney Island... Transit strike in Philadelphia... Representatives of United Nations meet at Dumbarton Oaks to plan lasting peace... Motion picture "Wilson" production cost, $5,200,000.
Home Were Doing During 1944

SEPTEMBER: Sen. George W. Norris, champion of popular rights, dies. Dewey opens campaign in Philadelphia. The rumor that a destroyer was sent a thousand miles to fetch FDR from the Aleutians, is denied. President and Churchill confer in Quebec—their eighth meeting of the war. United Nations Relief and Rehabilitation conference in Tehran. Hurricane hits Eastern seaboard; tens of thousands of trees downed. U. S. bans American ships from Argentine ports. First large German submarine shot down. Mrs. Payne Whitney dies at 65. Attorney General Biddle rules CIO-PAC violates no election laws. President Roosevelt: "I shall not campaign—in the usual sense." Vice President Wallace: "Some people may say President Roosevelt is a tired man—the great fear of certain reactionsaries is that his mind is awfully good." GOP wins in Maine. Discovery: President Roosevelt and Gov. Dewey have common ancestry; they're tenth cousins, once removed. Reno record: 58 divorce actions filed in one day. Secretary Stimson: "I hope I live long enough to see V-E day."


What's in Store for 45?

- CONDENSED FROM AP PREVIEW
- Industry: Prolonging of war in Germany past 1944, and prospect of longer Pacific campaign, dim industry's hopes for civilian goods production in 1945. Reconversion timing: now estimated at least six months after V-E day before refrigerators, vacuum cleaners, etc., will be available. Few passenger cars to appear will be slightly altered 1942 types. Fuel rationing likely to continue until Jap defeat.

- Labor: Membership may nose-dive as war production cuts down. Despite AFL overtures, a CIO-AFL union appears remote. But AFL hopes to get back John L. Lewis and his 600,000 United Mine Workers. Fall of Germany may start large back-home movement among 16,500,000 woman workers. Many, however, will continue.

- Agriculture: Two major problems—maintain record food production for military and civilians, though short of labor and machinery, and plan for postwar adjustment. Early defeat of Germany could pose problem of sharp break in foreign prices, start of new depression, as after World War I.

- Food: Continued use of ration stamps for better grades of meats, butter, sugar, canned food, fruits, cheese. Less fluid milk. Poultry scarce at first. Cereals and truck crops should be plentiful, potatoes scarce in spring.

- Science: Insect powder DDT will curb much malaria, can conceivably wipe it and typhus fever out eventually. In U. S., powder will be effective in reducing digestive troubles spread by flies, household insects. Penicillin will develop further uses, may start elimination of syphillis. Sulfa will lead advances in preventive medicine. Rapid progress toward faster, higher planes, due to jet and rocket propulsion. Developments are laying foundations for new means of passenger travel.

- Fashion: Greater femininity, less severe lines, new elegance in after-dark attire, preparing for celebration of V-E day.

- Sports: More schools, leagues and performers will come out of war-forced retirement. Many athletes discharged from service will be back in 1945 for sports boom. New boxing faces should bring return of big gates, topped by a Billy Conn-Joe Louis championship bout. Army again likely to rule football world.

- Entertainment: Free-spending boom to continue. More plays with war themes. "Harvey" and "Anna Lucasta" leading for '45 Pulitzer Prize. Ballet booming; all new musicals include it. Radio and television expect biggest advances after Japan's defeat. More symphonies, better music, on the air. But quiz shows and daytime serials hold their own.

The Arts: Prosperous year ahead. More concerts, with more people hearing them. More fine new recordings of music. Public has found books good substitutes for many war-hit recreations, and soldiers and sailors have had millions of copies of "overseas editions." Many publishers expect postwar tendency toward reductions in book prices.

- Hero, as elsewhere, republication does not constitute Navy Department endorsement.
PRODUCTION IN ACTION

1. In Navy's industrial incentive program, representatives of labor and management board carrier to see their products in action.

2. Representatives of 100-octane gasoline industry spend day aboard a CVE. Here they see elevator raise planes to deck.

3. From catapult of a carrier in the Atlantic, aircraft industry representatives watch take-offs and landings.

War Production Hit New Peak in 1944

Production at home was put to increased tests in 1944 as our forces made startling advances on both sides of the world.

Fighting an all-out slugf市场营销 match uses up war supplies at a prodigious rate, particularly under the American policy of supporting men wherever possible with an overwhelming superiority of material.

At year's end it was apparent that the rapid advance had outstripped many predictions and that, in some critical categories of war supplies, production would have to bump itself to keep up the pace of our offensives.

For a report to all hands on U. S. industry's job in meeting the requirements of the war, and a review of developments and achievements in 1944, the INFORMATION BULLETIN turned to the country's top production agency, the War Production Board.* Written especially for this issue, WPB's review of "War Production in 1944" follows.

Review of the Year

The monthly volume of munitions production reached its peak at the end of 1945. This year the volume of production has leveled off to an average output of about $5,350,000,000 a month, a rate slightly below the 1943 monthly peak. Although 1944 was not a year of new highs in monthly output as was true in the preceding years, the overall value of munitions' production reached a new peak—$64,000,000,000 compared to $56,900,000,000 output in 1943. The fact that the monthly volume of munitions' production leveled off this year does not mean that sufficient quantities of all war material were produced to satisfy military demands or that peaks in many of the programs were not reached.

This year more than ever before was one of invasion by land, sea and air. To meet the military requirements of the grand strategy for the many fronts upon which we have been advancing has called for adequate preparation for the waterborne landings of our troops on many shores. Therefore, from the beginning of this year up until May, production of landing craft was the number one program.

Simultaneously, our aircraft program called for the production of bigger and heavier planes to reach out to the Japanese strongholds and to disrupt the industrial centers of Germany. Production of bombers of all types with special emphasis on long-range bombers as well as increased demand for big transports increased the airframe weight of 1944 airplane production even though the number of planes produced each month declined after May. Production of trainers declined to less than one-half the number produced in 1943 as our training program neared completion and we were able to concentrate our productive effort on destructive power.

In order to convey men and materials to the beaches, the Navy called upon the Maritime Commission for production of troop transports, attack-transport and attack-cargo ships. The attack-transport and attack-cargo ships are especially designed for assault operations. The Navy fits the vessels with special equipment to speed unloading. A faster cargo vessel, the Victory ship, came into production this year, while Liberty ship deliveries declined in number. Our landings also called for increased production of amphibious craft and tracked landing vessels of all types—Water Buffaloos, Ducks and many others.

At the beginning of this year, our whole production effort was concentrated on preparations for planned invasions. When the invasions became a reality, the adequacy of our preparations on the production front underwent the final test.

It was inevitable that this test on the battlefield would bring to light either needs for new weapons or needs for more of some of the weapons and equipment than the most careful planning had provided. As a result of battle experience in the Italian campaign, requirements for heavy artillery and spare cannon went up. With the opening of new fronts in France this demand continued and to it was added an increased requirement for heavy artillery. The invasion of France brought to light still further demands from our air forces. Heavy-haul trucks (over 2½-ton) and tires for them were called for in increasing numbers.

As the number of men engaged on
FROM PRODUCTION FRONT to war front: Row upon row, tanks, "ducks," ambulances, jeeps and trucks wait at an Italian port to be loaded for invasion of southern France.

the European front increased and the fronts were further extended, the need for communication between our numerous military units naturally increased. Thus production requirements for dry-cell batteries used in the walkie-talkie were stepped up. In addition the need for tactical field wire exceeded present production and schedules were boosted. Tanks mounting bigger guns were put into production as a result of invasion experience. Cotton duck for tents is critical, too, because of a steep rise in requirements early this year.

The mounting tempo of the war in the Pacific has brought forth upward revisions of naval ordinance requirements. One of the sharp increases in requirements occurred in high capacity ammunition for use against shore fortifications and for softening up beachheads. Production of rockets, too, has been stepped up and the schedule calls for a big increase. Navy 40-mm. antiaircraft guns are another critical program.

Ships and Naval Ordnance

The size of the U. S. fleet (exclusive of sinkings) almost doubled between December 1943 and December 1944. We now have an estimated 12,400,000 displacement tons of naval vessels of all types. New constructions of vessels of all types, merchant and naval, numbered 37,000 in 1944 compared to 26,600 in 1943.

The big addition to the fleet in numbers of ships was the number one program at the beginning of the year—landing craft. The value of landing-craft deliveries more than doubled in 1944 compared to deliveries in 1943. The value of landing-craft deliveries in the peak month—May of this year—was three times the value delivered in January, and twice the value of deliveries at the end of the year.

The submarine program in terms of construction—put-in-place (keels laid and work in progress) reached its peak in April of this year. For the year the increase in value-put-in-place was 6% over 1943. Past work on the submarine program showed up, however, in the value of deliveries which increased 48% in 1944 over 1943.

Construction of transports both by the Navy and the Maritime Commission showed tremendous strides in 1944. The value of work-put-in-place this year was three and one-half times that of 1943.

This year saw the tapering off of the destroyer-escort program. This was one of the very urgent programs in 1943 when the German submarine menace was still to be conquered. The value of work done on this program declined to less than one-third of the 1943 output.

With the substantial increase in the size of the fleet in 1944, it was only natural that naval ordnance production should show great gains. Production of naval guns, mortars and rockets increased 41% in 1944 compared to 1943. Navy antiaircraft and dual-purpose guns (5-inch) increased almost 80%. Percentagewise, large-caliber naval surface fire (over 105 mm.) showed the greatest gain. Production in terms of dollar value was more than two and one-half times 1943 output.

Ammunition for naval guns, being an expendable item, showed even larger increases. All ammunition for naval guns and mortars over 20 mm. increased 58% over 1943 output. Ammunition for naval surface fire also showed a large increase—output more than doubled in this category.

SOME 1944 INCREASES IN NAVAL PRODUCTION

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<th>SUBMARINE DELIVERIES</th>
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<th>LANDING CRAFT DELIVERIES</th>
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<th>LARGE CALIBER GUNS</th>
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<td>CONSTRUCTION PUT IN PLACE WAS 3½ TIMES THAT OF 1943</td>
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Another large item in the Navy program in 1944 was the provision for ship maintenance and repair. The outlays for this item, a critical program, increased almost 20% in 1944 compared to 1943.

**Army Programs**

Production in the combat and motor-vehicle category as a whole decreased 13% from the peak year of 1943. In this group comes the tank program which reached its peak in 1943 when 26,000 tanks rolled off the assembly lines compared to 15,000 this year. However, the Army has called for new models with greater firepower; these new tanks must be turned out at quantity rates at the same time that present models continue to come off the assembly lines in sufficient quantities.

Heavy-heavy trucks have been a production "must" for over a year. Even though facilities for axles, transmissions, generators and batteries have been expanded, shortages in labor and facilities for castings and forgings account for the difficulties this program has had in meeting production goals. Nevertheless, production has increased 60% over output in 1943. But requirements called for an even greater increase.

Army ammunition increased almost 8% over 1943 output. Aerial bombs output in dollar value has increased 52% over 1943. Rounds of heavy artillery ammunition increased almost 40% but output is still not up to military requirements.

Guns and fire-control-equipment production for the Army Service Forces decreased in volume this year on an overall basis more than 35%. Heavy artillery (over 105 mm.) output, however, increased 75% in 1944 compared to 1943.

**Winning the War of Supplies**

What it takes to win victories was indicated in recent talks recorded for delivery before American manufacturers by Admiral Chester W. Nimitz, USN, Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas, and by Vice Admiral Thomas C. Kincaid, USN, Commander Southwest Pacific Force and Commander 7th Fleet.

In a report on supplies required by the 7th Fleet during the first 30 days of the Philippines operations, Admiral Kincaid revealed:

- "196,000 Navy men manned the ships and planes of this force—a number equal to the entire population of a city the size of Flint, Michigan.
- "For these men we needed 2,000 tons of food and 203 tons of clothing.
- "During the Battle of Leyte Gulf, one battleship alone—the California, venerable veteran of Pearl Harbor—fired 600 tons of projectiles, expending more than 100 tons of powder.
- "Supporting the landings on the Philippines and in subsequent engagements, the 7th Fleet used 74,000,000 gallons of fuel—the capacity load of 17 ocean-going tankers."

Pointing out that in the Philippines, the U. S. is fighting 5,000 miles from its own coast, Admiral Nimitz said: "Each time we have gone forward, ships and planes and guns... built docks and warehouses and Quonset hut cities... pored a tremendous amount of equipment and supplies into the operations. Most of this has had to be replaced as we moved forward. . . . We, or rather you, started out last year to build 80,000 landing craft. Many of our landing craft, as you know, are small. Small as they are, our fleet of landing craft today is approximately equal to the total tonnage of the United States merchant marine before the war, including our greatest ocean liners."

Praising the work that had been done to help U. S. forces win the battle of supplies, Admiral Nimitz said, "I salute American industry on its performance which has been no less than an inspiration to us in the Pacific."

**Aircraft Production**

The total number of airplanes produced in 1944 reached 85,930 compared to 85,930 in 1943. In May of this year over 9,000 planes were produced—the all-time high. Production in terms of number of planes has been decreasing since May. Numbers of planes produced no longer tell the story. The emphasis on bombers and especially the Super Fortress has made airframe weight the true indicator of the progress of airplane production. In 1944 more than 970,000,000 pounds of airframe weight were accepted compared to 657,000,000 pounds in 1943. More than 625,000,000 pounds of the airframe weight delivered in 1944 was in bombers, and 219,000,000 pounds in fighters and naval reconnaissance planes.

The production of airplanes, engines, propellers, spare parts and airborne aircraft equipment in dollar value increased about 38% in 1944 compared to 1943. Overall monthly production reached a peak in March of this year at a value of $1,750,000,000. This month marked the end of the monthly increases which had marked the aircraft production program since the beginning.

**Communication and Electronic**

This category of munitions production is still an expanding program. Production this year was 21% greater than in 1943. However, production has not been up to schedule this year. The program has been beset by design changes which are bound to occur in such a new and experimental field. This is especially true of the radar equipment program. Production here increased 65% over 1943, but requirements called for a much larger increase.

**IDEAS speed production:** With this combined inflater and tester at NAS, Alameda, Calif., life rafts are tested in one-sixth former time. Idea came through Navy's Employees' Suggestions Program. WPB has 8,000,000 workers enrolled under production-idean committee.
Veterans Got Many New Benefits

1944 Saw Their Rights and Privileges Increased, Their Opportunities for Education and Employment Broadened

While American fighting men fought their toughest year of the war, and American industry produced record quantities of supplies for them to fight with (see p. 281), the Government in 1944 took new steps to look after their future.

Any serviceman who ever felt "there oughta be a law" got his wish last year; one of Congress' main jobs was turning out legislation to increase the number of his rights, benefits and privileges, to facilitate his eventual return to civilian life, and to assure him greater opportunities for education and employment after he got out of the service.

Government agencies set to work to put this legislation into effect and to develop ways and means of broadening the employment prospects for veterans. A new top agency was set up to coordinate, direct and supervise all such agencies affecting the veteran. Army and Navy worked on procedures to aid discharged servicemen in the process of leaving the service and adjusting themselves quickly to civilian life.

It was a busy and eventful year on this sector of the home front. The U. S. veteran was having his first fitting for the future.

The Big Three

To many now in Navy uniform,* the year's three most important pieces of legislation may well be Public Laws 225, 346 and 550. From left to right, these are: the mustering-out pay act; the Servicemen's Readjustment Act of 1944, better known as the "GI Bill of Rights," and the Veterans' Preference Act of 1944.

These added new items to the protection which members and veterans of the armed forces already have (such as dependency allowances, hospitalization and medical care, vocational rehabilitation and training, pensions in case of death or disability in service, Government life insurance, guarantee of premiums on commercial life insurance, emergency maternal care for wives of enlisted men and reemployment rights for returning veterans).

First important service legislation to get on the books in '44 put cash in the hand of the returning veterans, provided mustering-out payments to tide over those discharged or relieved from active service under honorable conditions.

Those with less than 60 days' active service receive $100; with 60 days or more, $200, and if this included service outside continental limits or in Alaska, $300. The first $100 is paid at time of discharge; any further payments are in monthly installments of $100. Certain groups are excluded, such as those receiving base pay (not counting foggies) of more than $200 a month at the time of their discharge.

GI Package

On June 22 the Servicemen's Readjustment Act of 1944 became law, tying up in one complete package a wide range of veterans' benefits. Under this "GI Bill of Rights," eligible ex-servicemen were assured:

*Veterans' benefits mentioned in this article apply to all members of the U. S. armed forces, both men and women, discharged or separated from service under other than dishonorable conditions—Ed.

Education or training for one year, or a refresher or retraining course for the same period, with additional training depending on length of service (maximum total: four years). The Government pays up to $500 a year for tuition and other fees, books and equipment; plus $50 a month subsistence, without dependents, or $75 a month, with dependents.

Loans for the purchase or construction of homes, farms and farm equipment, and business property, with the Government guaranteeing 50% of the loan up to a maximum guarantee of $2,000.

Employment aid, in the form of an effective job counseling and employment service for veterans to provide maximum job opportunities. Each branch of the United States Employment Service will have a special veterans' representative.

Unemployment allowances of $20 a week, up to a maximum of 52 weeks, on a basis of four weeks' compensation for each month of military service (first 90 days' service counts double: 8 weeks' credit per month).

Additional hospital facilities for veterans, with $500,000,000 appropriated to build them.

Review of contested discharges, on request of veterans, their next of kin or the Government. (Exception: discharges by sentence of general court-martial.)

The GI Bill also provided that in event of future payment of a bonus by Congress, benefits received under the bill would be deducted from the bonus; or, in the case of a guaranteed loan, the bonus would apply against the unpaid balance and interest.

Uncle Sam: Employer

Five days after the GI Bill became law, another measure went on the books to assure servicemen greater employment opportunities in the Fed-

FIRST NAVY VETERAN to purchase a home under the "GI Bill of Rights" was Richard G. Starkey, former S2c, shown here with wife and 13-month-old daughter. Home (above) is in Maryland. Bank lent entire $5,000, Veterans Administration guaranteeing $2,000 under GI Bill. Monthly payment is $30.30.

Photographs from Washington (D. C.) News
eral Government and District of Columbia civil service.

Opening up a new field of employment for many servicemen and their dependents, the Veterans' Preference Act of 1944 brought together in one act many statutes, provisions and regulations already existing to provide special consideration and preference for men leaving the service under honorable conditions. Certain new preferences were also established.

Ex-servicemen and women (not disabled) get 5 points added to their rating on civil-service examinations. Those with service-connected disabilities, or their wives if they are unable to qualify themselves, get 10 points, as do the unmarried widows of servicemen.

In rating applicants for Government positions, names of eligible veterans will be entered ahead of all others with the same rating. Those entitled to 10-point preference are placed at the top of the register, except in professional and scientific services with entrance salary of over $3,000 a year.

Certain Federal jobs—guards, elevator operators, messengers and custodians—are restricted to those entitled to preference under this law, and during the war and for five years afterward the President may add other positions to this restricted list.

Where experience counts in qualifying for a Federal position, a veteran is given full credit for time spent in the service, if the position for which he is applying is similar to one he left to join the armed forces.

If reduction of Government personnel becomes necessary, preference works in reverse, too. Veteran-preference employees are preferred for retention over other employees.

Servicemen who previously worked for the Government, of course, have the usual reemployment rights if eligible—their old job back, or one “of like seniority, status and pay.”

In this connection, the Civil Service Commission has extended the period during which Federal employees in the services may return to Government jobs. Returning veterans carried in a leave-without-pay or furlough status may be reemployed by Federal agencies without prior approval of the commission within one year of their honorable discharge.

Changes of '44

Several changes in existing laws or regulations affecting veterans were made last year. Most important perhaps is that which extends the period during which you can apply for your old job. Originally 40 days, this was extended by Congress to 90 days, to give you a little more time to get settled and think over what you want to do before deciding.

Every man discharged from the armed forces also had to report to his Selective Service board in person or by letter within 10 days. This period has been lengthened to 10 days. Ex-servicemen are not required to report, but should do so if they want help in obtaining a job.

In September the War Manpower Commission announced the lifting of all manpower controls for veterans of this war. This means: (1) veterans no longer need “statements of availability” in order to change jobs; (2) they can be hired by any employer without referral by the U.S. Employment Service; (3) veterans seeking employment through USES will be referred to any job of their choice, without regard to the essentiality or priority status of that job, and (4) veterans may be hired without regard to employment ceilings.

The Job Picture

During the past year, new records in placing ex-servicemen were made by the veterans’ employment division of the United States Employment Service. During October, the latest month for which figures are available, more than 53,000 veterans were placed in jobs. This brought total placements for the first ten months of 1944 to 636,854, more than double 1943’s pace. Total placements since Pearl Harbor over 1,200,000. About 75% of last year’s placements were for veterans of the current war (as compared with approximately 50% in 1943, 15% in 1942).

USES has about 1,500 full-time local employment offices and some 2,000 part-time offices throughout the country, and has expanded its placement and job information services. USES offices use special aids publications designed to help in the training, placement and adaptation of skilled discharges Army and Navy veterans in civilian jobs.

Through a program of job analyses, known as “selective placement,” thousands of new jobs previously considered as unsuitable for physically handicapped men are now available to them. More than 2,000 employers in four leading states are analyzing close to two million jobs, and the approach is to see what the veteran can do rather than the old negative approach of finding out what he can’t do. Employers throughout the country are cooperating with this selective-placement program.

Ex-servicemen are also getting Federal jobs, with more than a quarter of million placed in Government during the past 22 months. Placements are currently amounting to 11,000 a month, with War and Navy Department between them talking about four out of five. The Civil Service Commission estimates that for the first five years after the war, approximately 870,000 vacancies must be filled.

The number of servicemen who want to go back to their old jobs has been estimated variously at from 20 to 60%. According to the War Manpower Commission, the lower figure, while statistically correct, is somewhat misleading. Many returning fighters were too young to work when they entered the service, and many others were either unemployed or had temporary jobs. A closer guess, WMC estimates, would be that 50 to 60% of the men actually employed before the war are planning to return to their old jobs.

Training and education of veterans during our reconversion from wartime to peacetime production will be facilitated by the 10 years of research done by the Division of Occupational Analysis, now part of WMC. Studies of more than 10,000 jobs are used in helping to place military and naval personnel.

Education and Training

Between 800,000 and 1,000,000 veterans of this war may study eventually at educational institutions of their own choice under the “GI Bill of Rights” (see above), according to OWI. By 31 October, Veterans Administration reported, 5,752 ex-servicemen and women were already studying in educational institutions under this bill, and a total of 24,621 applications had been received, of which 17,752 so far had been determined eligible.

To meet a likely trend on the part of veterans toward education along lines of training obtained in the service, the U.S. Office of Education expects that many states will provide new types of schools, or introduce new courses in existing schools.
New York State, for example, has appropriated approximately $65,000,000 for technical education in 11 technical institutions in upstate areas and 11 in metropolitan New York City, to provide education in aviation, graphic arts, and automotive science, food occupations, aeronautics, machine and metal trades.

Some 9,334 veterans so far have gone in for war production training programs, according to WMC, more than 7,000 of these during the first eight months of 1944. The largest enrollments were in public vocational schools.

Approximately 600 veterans have taken advantage of the apprenticeship-training programs, WMC announced, but entire number that are being controlled and it was expected that as many as 200,000 veterans might eventually apply. There are more than 100 skilled occupations in manufacturing, construction and miscellaneous industries for which men are trained through apprenticeship, and programs have been established in more than 30,000 manufacturing plants, construction and miscellaneous industries. Heavy enrollment is expected in building and automotive training after the war.

The “GI Bill of Rights” authorizes the Veterans Administration to supplement the veteran’s apprentice wage with a $30 a month allowance, $76 a month, depending on whether or not he has dependents. (The combined earnings may not exceed regular wage rates in the trade, however.)

Loans
Veterans Administration has opened four new offices around the country—Washington, Chicago, San Francisco—to process home loans for veterans under the GI Bill. These offices have no direct contact with veterans but deal with banks and other prospective lenders seeking guaranty of the proposed loans. Each office serves its own large section of the country, and other offices are planned to follow.

The first Navy discharger to obtain a home loan under the GI Bill provisions is Richard G. Starkey, former S2c. He has settled in Maryland and has got his old job back.

Other Aids
Some 11,000 practical farmers in two-thirds of the nation’s counties, cooperating with the U.S. Department of Agricultural Extension Service, are checking land values and other agricultural facts in preparation for service as personal advisers to returning veterans interested in farming. Organization of veterans’ agricultural advisory committees has been completed in 2,162 out of the nation’s 3,000 counties by the end of October, and was in progress in most of the others.

Veterans who want help in establishing or re-establishing their own small business get special consideration in the granting of priorities assistance, allocations, appeals and applications for special authorizations, WPB announced.

Government Set-Up
The job of coordinating, directing and supervising the activities of Government and other agencies dealing with veterans’ readjustment is a function of the new Retraining and Reemployment Administration, established by Executive Order of the President on 24 Feb., 1944, and headed by Brig. Gen. Frank T. Hines, also Administrator of Veterans Affairs.

One of the main tasks has been the coordinating of information services for veterans. Both Army and Navy furnish all those leaving the service with specific information on their rights and benefits. All field offices of the three Federal agencies principally concerned—the U.S. Employment Service, the Selective Service System and the Veterans Administration—likewise are required to provide full information as to their own programs.

On 22 August the R&R Service released some two and a half million copies of the booklet, “Your Rights and Benefits—a Handy Guide for Veterans of the Armed Forces and Their Dependents” (INFORMATION BULLETIN, August 1944, p. 3). This is handed out to all discharges at Navy discharge centers. Those already discharged may obtain copies from Selective Service, USES or Veterans Administration offices, or at community information centers.

Concerning the latter, R&R has taken steps to centralize veterans’ information as far as possible in each community. A Veterans’ Service Committee has been set up in each state, composed of one representative each from USES, Selective Service and Veterans’ Administration, plus any other representatives who feel can lend advice and assistance. These statewide committees form local committees to establish Veterans’ Information Service Centers in their communities wherever needed and possible. General idea is to get as much information and aid as possible into one central place so that the returning veteran does not go on a merry-go-round when he wants aid or advice.

Navy Set-Up
The Navy’s first experimental center is now in operation, the United States Navy Redistribution Center, at Lido Beach, Long Island, N. Y. Here the Navy is streamlining and perfecting its discharge procedure so that it will be efficient and speedy.

Civil readjustment officers are already attached to all commands and districts where discharge occurs, and exit interviews are given each man, at which he is told what his rights and benefits are, has any necessary arrangements made for vocational or educational guidance, and is directed to the civilian sources that aid in his re-adjustment from there on.

The Navy has drawn up rating sheets explaining the type of skill learned in each Navy rating, and its application and value in terms of civilian occupations. There are 471 such descriptions, and each one will cover not only the rating itself, but any specialized phase of it which the man may have. If he is a striker for a higher rating, a description of his work in that field will also be included. Each man will receive this on his discharge from the Navy.

PERS during the past year set up a Demobilization Division to take over the job of planning for Navy men from the time their Navy job is finished until they are on their way back to civilian life. The Civil Readjustment Program does not in any way delay discharge, but is carried on at the same time as the man’s service records, physical records, etc., are being processed.

References: For more complete accounts of laws, provisions and other developments affecting veterans, see following INFORMATION BULLETIN references, (given as month: year: page) —Act (9:44:7) —“GI Bill of Rights” (outlined, 7:44:24) —Veterans Preference Act (9:44:31); Civil Re-adjustment Program (8:44:25); Demobilization Division (12:44:44); Army and Navy demobilization (10:44:68-69).
Submarine Stories:

Periscope Photographs Speak For the Navy’s ‘Silent Service’

“Up periscope,” the captain orders. Electric motors are cut in. There follows a muffled whine, a whirl of cable pulleys. The periscope comes sliding silently out of its well. Up and up it goes.

Without a wasted motion, the captain bends down and grasps the handgrip the instant that they clear the top of the well. In the same rhythm of movement he applies his eye to the cushioned sight and straightens up as the ‘scope reaches its full height.

Hence, his observation begins the moment the tip of the ‘scope breaks the surface of the ocean. There has not been lost, it seems, the tiniest fragment of time.

Short, too, is the interval of the captain’s observation. Seconds only!

The next moment he is saying: “Down periscope,” and the periscope sheathes itself again like a huge, shiny piston in an immense cylinder.

But what the captain saw in those scant instants is not lost forever, nor is the drama etched alone in his brain, where it might be subject to the fickle trickery of memory. Periscope photography, one of the newest of the Navy’s many arts, attends to those details. There has been recorded on sensitive film exactly what the captain saw.

Perhaps the finished photographs will be muddy or light-struck. Perhaps the photo-interpreters will mutter under their breaths when they begin to examine them to read the message they tell. True enough, they will not compare favorably with the finely detailed photographs of the airmen; but they are photographs, nevertheless, photographs which are immeasurably better than none at all.

Periscope photography is split-second work. The cameraman’s old wheeze, “Hold it just a moment, please, while I make another shot,” won’t work during a submarine attack.

But the fact that submariners are bringing back so many photographs of their combat action proves that they are cool under strain and that they have developed a photographic knowledge almost without equal. Daily the skill improves.

Battleships and cruisers engage their targets at great distances. Attacking planes are often almost out of sight in the sky. But all submarine action is correctly termed “in-fighting,” and the photographic possibilities, therefore, are good.

Only a few periscope photographs have been released; but many are in existence, nevertheless—torpedo explosions—ships beached—ships burning—ships breaking up or plunging down—lifeboats—sampan—debris—struggling men—pillars of flame, columns of smoke—action!

Periscope photography produces few photographs of salon quality, for the obstacles are still many; but it produces thousands with heart-quickening drama.

In that quality, not many photographs made thus far in the war can equal the periscope photograph of a sinking Jap warship (above). That photograph is symbolic of the role our submarines have been playing in the Pacific; the Jap flag, painted atop the forward gun turret of the warship, has just reached the water’s edge and is sinking.

This photograph—and others which may not be released until after the final victory—will undoubtedly go into the record as among the best of the war.

Meanwhile, the submarines continue their engagements. Admiral Nimitz, himself a submariner, recently said:

“Wherever we have a lull in other operations, the submarines keep on going.”
Legislation creating the new ranks of Fleet Admiral, in the Navy, and General of the Army, in the Army, as the highest active grades in the respective services became law (Public Law 484, 78th Congress) when President Roosevelt signed it on 14 Dec. 1944. At the same time the President nominated 11 admirals and 4 generals to the new ranks, and these nominations were speedily confirmed by the Senate.

**Fleet Admirals:**
- William D. Leahy, USN (Ret), Chief of Staff to the Commander-in-Chief, U. S. Army and Navy; Ernest J. King, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations; and Chester W. Nimitz, Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

**Generals of the Army:**
- George C. Marshall, Chief of Staff; Douglas MacArthur, Supreme Commander, Southwest Pacific Area; Dwight D. Eisenhower, Commanding General, Allied Theater of Operations; and Henry H. Arnold, Commanding General, U. S. Army Air Forces.

The new law limits appointments to the new rank to four each for the Army and Navy. Appointees to the new ranks receive the same base pay ($8,000 a year) and allowances as rear admirals of the upper half, plus a personal money allowance of $5,000.

The law further provides that appointments to the new rank shall be effective only after six months after the termination of the war in which the United States is now engaged as prosecution commander, and the President, earlier date as the Congress, by concurrent resolution, may fix.

The Senate passed and sent to the White House for President Roosevelt's action a House bill (H.R. 1023) to establish a Chief of Chaplains of the Navy and of the Army. As a result of the present war, the Chief of Naval Chaplains shall have the temporary rank of rear admiral with the pay and allowances of a rear admiral of the lower half while serving in such grade. The present head of Navy chaplains holds the title of Director, Chaplains Division, BuPers, with the rank of captain.

Officers listed in the **Information Bulletin** of November 1944, p. 28, and December 1944, p. 69, as recess appointees to flag rank pending Senate confirmation, have since been confirmed. The following additional executive nominations for temporary service shall be confirmed by the Senate (except those appointed by presidential designation, for which no Senate confirmation is required):

**In the Navy:**
- To be Rear Admiral:
  - William D. Leahy, USN (Ret).
  - Ernest J. King, USN.
  - Chester W. Nimitz, USN.
  - To be vice admiral:
  - Samuel M. Robinson, USN.
  - William A. Lee Jr., USN.
  - Theodore E. Aikens, USN.
  - William L. Calhoun, USN.

**WHAT'S YOUR NAVAL I. Q.?**

1. Before 1915 the Coast Guard was known as the ____________ Services.
   - ____________
2. What does “JATO” mean?
   - ____________
3. “Caliber” ordinarily means: (a) length of barrel, (b) diameter of bore of gun, (c) depth of rifling or grooves or (d) diameter of projectile.
   - ____________
4. When a ship is commissioned, the master begins the legal book by entering and signing the remarks describing that part of the ceremony which takes place previous to the setting of the watch: (a) the CO, (b) the exec or (c) the navigating officer.
   - ____________
5. Under the Rules of the Road, when a vessel is referred to as “not under command” (a) the commanding officer is not aboard, (b) the vessel has been abandoned and is not under control or (c) the commanding officer is incapacitated.
   - ____________
6. Above are pictured two naval officers’ cap devices. At which would you shoot?
   - ____________
7. Identify the following ship symbols: (a) YOS, (b) AGS, (c) ARY.
   - ____________/_______/_______
8. The United States had ____________ aircraft carriers in operation on 7 Dec. 1941.
   - ____________
9. These names for parts of a body are also nautical terms: (a) brow, (b) eyebrow, (c) heel. What do they mean as applied to ships?
   - ____________
10. Leyte is more than twice as large as Rhode Island. True or false?
    - ____________
11. Would it be a shorter trip for a B-29 to raid Tokyo from Saipan or from Kiska?
    - ____________
12. Which of these ports in Europe had been freed by the Allies by 15 Dec. 1944: Dieppe, Marseille, Brest, Cherbourg, St. Nazaire?
    - ____________
13. In what sequence did our amphibious assaults take place against the following Pacific Islands: Morotai, Leyte, Kwajalein, Tarawa, Angaur, Tinian?
    - ____________
14. A balihedder schooner is: (a) a schooner with rigging removed, (b) a shipwrecked schooner, or (c) a schooner without topsails or (d) a schooner flying no national ensign.
    - ____________
15. Commanding officers of U. S. Navy vessels may perform marriage ceremonies aboard their ships. True or false?
    - ____________

(Answers on Page 56)
The following is an excerpt from a letter written by a naval officer at sea to a fellow officer.

Yesterday I experienced a rugged ride of several miles through rather violent waters as a passenger aboard one of the small landing craft, an LCPV. One is assigned to us when we are on pilot duty and it became necessary for me to board her on a mission. Before we had progressed two boat lengths I was saturated as the water climbed over the ramp and passed over us in what seemed to be a constant stream.

There are three young fellows attached to the boat, a coxswain and two seamen, and they constitute one of the hardest-working, most interesting trios I've run into. Their day starts before dawn when they head from the beach and out on the ocean, regardless of weather, and they don't return until nightfall. Throughout the daylight hours they can be seen in the distance, soaring to the crest of one wave and then slipping into the trough, a routine which in time not only becomes quite monotonous but also deals one a physical beating. This has been going on for weeks, yet they never complain and have retained their dispositions throughout it all. At times it seems impossible that they can keep from cracking, but they do an unbelievable job of handling that little, awkward manouevring boat.

She is a heavy affair and easily could punch a hole in us when she comes alongside, but we hardly need the use of bumpers when they approach us, so well do they know her capabilities. The three of them live in her bottom, having cots put up under a flapping covering of canvas. We give them a blink on the light, calling them over for chow and then they return to their bouncing, careening boat again.

Her coxswain is a little farm boy from Georgia, known to everyone as Howard. Each landing he regards as the most important of his career—I guess that's why he never makes a mistake. He rarely talks except to answer the questions of his two shipmates, or, when he turns the wheel over to them, to caution them about using too much speed. His boat is in better shape than all the others, but that's because he rarely uses more than 1,500 of her 2,500 possible RPMs.

A week ago one of the boys told me Howard's eyes were bothering him, so I brought him on board and sent him to my pharmacist's mate. He had a severe case of strain and complications from sun and spray but hesitated to take time off for medical care. We persuaded him to stay ashore for a day.

During my ride with him yesterday he became conversant for the first time, and now I respect him more than ever. He had never been on the water before he was sent to amphibious training, but he digested everything he was told and shown. He knows just what to do when coming through the breakers and his boat starts to broach. He knows when to use his power to get out of a tight spot, and he never makes a turn except at the right moment. He told me how he had come across last summer on a transport and how he got seasick on the big ship even though he was becoming used to the crazy meanderings of his LCPV. He was in the first wave which went ashore at Makin, and admits it was a bit on the tough side. He didn't get bit, but he saw others who did and he showed why he thought they had been so unfortunate. They assumed comfortable positions rather than safe ones as they piloted their boats to the beach.

Howard prefers to follow instructions and do it the safe way. Even on this routine duty, we can see him at a distance, hunched down well below the coaming, cramped over his wheel, unwilling to break the habit of taking advantage of his protection.

He showed me spots where rifle and machine-gun fire had poked his boat and then added that one shot grazed his helmet and dug into the decking behind him.

He was supposed to go back home after that operation but instead he went on maneuvers, and the next thing he knew he was coming in here. Again, he understood he would head for the States in a couple of weeks, but he's still around.

This has been going on for more than eight months, a long while for anyone, even a youngster such as he who doesn't seem too perturbed at being unable to get home. I finally remarked, "You must be getting a lot of mail from the States, judging by the way you manage to keep your spirits up and get along without beefing."

When he answered I realized more than ever what an exceptional little guy he really is.

"I haven't received any mail since I left San Francisco," he said. "The way I've moved around I guess they just haven't been able to find me. It must be swell to get a letter from home."

Later his shipmates told me that Howard is the only one in the group who has received no mail, but he just goes on hoping the next delivery will have him on mail call. It is one of those unfortunate things which happen during a war.

As we rolled and dipped I asked Howard if he ever got seasick on the small boat, and he explained that it was a funny thing, but it was only the big ships that bothered him. However, he added that, if the sea is even slightly rough, many of the marines he takes to the beach have to go for the rail. One of the other boys confessed that he had been taken over by seasickness several times during their present duty. They returned me to my ship a short while later and said they would be back this morning.

When we came on station today we thought we saw the LCVP a mile away, but when we got there it was not in sight. After a while I became worried, especially when a lookout spotted a floating oil can, so I started up a search plan, thinking the unbelievable possibility of capsizing might have caught up with Howard. We had no luck and were about to give up when we finally saw the boat, wallowing toward us in the distance.

I blinked them alongside and noticed one of the other boys was doing the steering. We asked where they had been, and he said:

"We got out here early, but had to go back in to the beach. Howard got seasick."
NEW BOOKS IN SHIPS LIBRARIES

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit. 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 list of these titles will be available later in the Armed Services Editions. A unit is always free to request from the BuRec individual titles of particular interest.

It's a Laugh

ANYTHING CAN HAPPEN by George and Helen Papavasilis. And almost everything did happen to this immigrant Russian finding a home in strange America. Hilary reprints.

THE JOKES TELLIN' JOKES BOOK edited by Frederick Melter. Fresh fare for the joke teller, whether his status is amateur or professional.

MAN IN THE SHOWERS by Peter Arno. The artist satirizes the Stork Club set in a series of drawings ranging from the not-so-subtle sophisticates to the exuberantly vulgar.

MOTHER WORE TIGHTS by Miriam Young. Describes the Rosellini atmosphere of Floradora vaudeville.

RIDIN' THE RAINBOW by Rosemary Taylor. Muriel, a young girl, goes to Europe while Father, of "Chicken Every Sunday" fame, works under dabbles in a. coffee business, a laundry, a real estate office and Town and Country politics. Lighthearted and amusing.

S. K. O. compiled by Bennett Cerf and Van Wyck Brooks. A theater hit parade. These 14 plays proved their staying power where it counted most—the box office.

It's a Fact

AMERICAN CHARACTER by D. W. Brogan. Shakespearian studies of the America scene by an Irish historian whose wit and wisdom contribute much to an understanding of our complex society.


BRAVE MEN by Ernpo Pyle. From naval vessels, from the beaches and fr. the front itself Pyle has collected his material, the invasion of France. This is a survey of an extraordinary sense of the human element of the battle as well as the scope of the operation.

THE DREAM OF PHILIP II by Edgar Mass. Sienna's fate is told in a classic of the dust of centuries to live again in the person of her son and his ascendancy.

ENDLESS DAWN AND THE SIRENS by Walford M. Miller. This is the thesis that mankind will go the tragic way of the dinosaur unless he heeds nature's warnings that life go not to the "green tooth and claw"; that cooperation, not competition is the course of those who survived. A book to argue over.

EUROPEAN ATLAS OF HUMAN GEOGRAPHY by Marthe Richman. Angled toward the problems of peace in the fields of race, industry and nature, all seen in graphic terms.

GREAT LAKES by Harlan Hatchet. Romance and adventure of the Great Lakes and of their shores are the whole region opened up to commerce, to industry, to the living, the dying industry, and finally to exploitation of the rich ore resources.

JOSIELA AND THE TRUX by Apteisys, keystone of modern surgery, and its disconnection with practical dreamer who dared to experiment and fight for what he found.


MR. FITZGERALD'S VOYAGES by Capt. E. A. Abercrombie and Fletcher Pratt, Straight, authentic, accurate narrative of the voyage of the destroyers Drayton from Pearl Harbor to Murmansk.

OUR WORLD FROM GERMANY by H. N. Brailsford. Guide to clear thinking about the perplexing problem of converting an outlaw country into a responsible member of the family of nations.

THE ROAD TO PERSIA by Friedrich A. Hayek. Glimpsed reasoned argument for the thesis that fascism is not reaction from socialism, but the direct result of it.

SINKING KING CAZI by M. J. G. Kami. Absorbing story of the Poles under German occupation, of the concentration camp and murder of prisoners and starvation, and of the extraordinary courage and ingenuity that enabled the underground to wage unrelenting warfare against the occupier.

SO SOFTLY, NO PEACE by Royal Arch Gunnison. Stirring indictment of the Japanese, based on the experiences of Far Eastern affairs and 22 months spent in a Japanese prison camp.

TOMORROW'S STRATEGISTS by Bardsley Underhill. Author of the "pay-as-you-go" income tax plan discusses the relations of the producer, the laborer and the consumer in the coming peacetime world of business.

TRANSPORT AIRCRAFT OF THE WORLD by Lester Olt. Photographs of cargo and passenger planes of the present, with brief text, and a forecast of the role of air traffic in the transportation world of the future.

WHERE AWAY by George Sessions Perry and Isabel Leighton. U.S.S. Marblehead's part in the battle of the Java Sea and the heroic work of her crew and the complete loss at the hands of the Japanese.

It's Action

CITY MURDER by Edith hver. No one mourned for Nora when death invaded the little corner of the world in the cast sought to avert the pointing finger of suspicion.

DINGO: THE STORY OF AN OUTLAW by Henry G. Ledwell, Dingo, Australian wild dog, was an outlaw among animals and men as he built himself up the repu-
tation of a bushman killer, hated and feared by cattle and sheep men alike.

Too Much Poison by Anne Rowe. The death of lovely Joyce Prentice from colors, venom poisoning, in the heart of New York City, in an exciting puzzle of crime and intrigue.

YALI WILDCAT! by John R. Tunis. A basketball story in which the opposing teams play a strength against each other while the coach stages his fight against the politics and influence that threaten his team.

It Might Have Been

THE BOLIVIANS by Marguerite Baxliss. Mystery, romance, adventure, horses, heroes and sea fights against the currents of the Atlantic. Two cowboys come through adventure to perfect sanity, a romance, a war. With a four-state hunt for the devil fox, finding the secret of the Bolivians' own Sourland Mountain.

ELABON JOURNEY by John Selby. Great action story of southern United States people, anticipating the industrial age, free their slaves and move from Maryland to Wisconsin to establish a new domain.

EVERY AMISH by Kathleen Winsor. Colorful and dramatic tale of Amher, an unscrupulous woman of Restoration England, who uses her extraordinary beauty to climb to success as the king's mistrees.

GUIFTHILLING BY Cylie F. Murphy. Roaring frontier days in Bute, Mont., when politicians were rude and an Irish miner could win the hand of beauty and fashion.

GOLDEN BOWS by Felie Felkman. Dust-swept South Dakota is the scene of this sensitive and moving portrayal of farm people who cling to life in the face of almost impossible odds.

SEA DEPTHY AND OTHER TALES OF NAVAL ACROST by Jackland Murnau. Memorables collection of sea stories, mostly about the war in the Pacific. If you like Conrad and Forester, you'll like these.

WIN ON THE MOON by Endre Linklater. Perfectly reasonable once you accept the basic madness that anyone can win when there is an ill wind upon the moon. A fantastic tale in which two English girls and the adventures of Alice in Wonderland adventures.

WINDS OF PRAIRIE by Holding Carter. Understanding but restrained novel of farm life and the spirit of both whites and Negroes in a small town near the Mason-Dixon line, as seen through the problems of a returning soldier.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 32 new titles published each month in the Armed Services Editions are distributed to all ships in commision and to shore-based activities outside the U.S.

These books are special editions 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. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible.

Books currently being shipped are:

N-1—Twin Trampolines
N-2—Pericles, the Dream Department
N-3—Benet, America
N-4—Bartlett, Nobody Knows
N-5—Stephens, the Crook of Gold
N-6—Saroyan, Stories and Poems
N-7—Thurber, Be Your Mind Alone
N-8—Abbott and Costello, We Pointed Them There
N-9—Haycock, Rim of the Desert
N-10—LeMay, Thunder Over Tokyo
N-11—Hughes, the Fallen Sparrow
N-12—Hough, Snow Above Town
N-13—Foote, Show of Hands
N-14—Mayhew, the Summing Up
N-15—Brand, the Man
N-16—Siringo, Hlata and Spies
N-17—Buch, Dete in the Sun
N-18—MacDonald, the Cape
N-19—Riehberg, I Die for Treasure
N-20—Jamas, Fiery furnace
N-21—Byrons, Hangman's House
N-22—Davis, the Great American Novel
N-23—Robertson, Fireball in the Night
N-24—Shenod, Bonny
N-25—Foote, Smacker, Mathematics and the Imagination
N-26—Linklater, Magnus Mirricle
N-27—White, Look Away, Look Away
N-28—London, Martin Eden
N-29—Truesdell, The True Fisher
N-30—Sublette & Kroll, Prehistic Journey Among the Sandwich Islands
N-32—Steppen, The Big Rock Candy Mountain

WHAT'S IN A NAME?

ANCHOR WATCH: This term originated in the days when ships were equipped with anchor cables of hemp and rigging lights that burned oil. Special care was taken, when rigging the anchor, to see that these cables did not part, that the lamps were extinguished and that the ship did not drag her anchor. The watch responsible for this duty was called the "anchor watch." The term, still retained, now refers to a detail on deck at night to safeguard a vessel when at anchor.
MAQ PAYMENTS DUE

Sin: I was at an advanced base in the New Hebrides between April 1943 and March 1944 and during that time an order was issued which said that men drawing money allowances were to be paid $2.00 per day from August 1942 to December 1943 until their return to the States. All we ever received was $1.25. I was transferred to Mare Island, where I was advised that, to collect the back pay, I should write to the 1st WP, but was later told that it has been disbanded.

As there are about 30 of us concerned, and since we do not know how to go about collecting this back pay, would you please publish the form to use and tell us how to put in a claim for it.—E.L.T., A.S.

The MAQ rate allowed for the New Hebrides is $2.00 per day from 27 Aug., 1942 to 31 Dec., 1943, and that beginning 1 Jan., 1944 and continuing until such time as a new determination is made by SecNav. This payment is provided for in BuNavy Memo, 1144, No. 151, June 1944. To collect whatever allowances may be due you, a claim may be submitted to the General Accounting Office using Form No. 40, 1943 which is used for making any claim for arrears in pay.—ED.

TRANSPORTATION ALLOWANCE

Sin: My wife is traveling from Oklahoma to be with me in California, where I am stationed. I was given a Navy travel allowance for her.—H.D.B., H.AZ, USN.

Yes. No transportation allowances are paid to dependents of officers or enlisted men on active duty. However, a dependent may be entitled to such an allowance if the officer or enlisted man is transferred to the Army paratroopers. Does this in any way affect your rating? Individual cases are decided by the Army Authority in Washington.—ED.

Sin: I have been in Bizerte, our ship was attacked by enemy aircraft. As a member of the Armed Guard crew, my battle station was that of first load of the 275mm. We fired several rounds, and the point was to fire directly at the action. I shoved the shell home, and the recoiling metal hit me in the right arm, rendering me unconscious.

I regained consciousness in sick bay and was treated by an Army doctor. This injury caused my right arm to swell to about 4 times its normal size. I had to lie down every day for the next 6 days. Would you please tell me if this injury is eligible for the Purple Heart?—H.F.L., SIC, USN.

Yes. According to Action 23-1141 (N.B.I.), 31 Jan., 1944, application for purposes of awarding the Purple Heart, is defined as an injury caused by an outside force, element or agent such as a hostile act of the enemy or while in action in the face of the enemy. A prior, 28 Jan., 1944 the Purple Heart was awarded only to personnel who suffered open wounds from shot or shrapnel in action against the enemy. The later definition is retroactive, however, and personnel who applied for the Purple Heart, and were turned down, may apply again if the new definition covers their case. Under its terms, personnel who suffer such injuries as sprained or dislocated limbs or spines or oppressive gashes, cuts or bruises in ship or landing operations during battle may be eligible for the Purple Heart.—ED.

Sin: I have been wounded while partaking in action against the enemy, and was treated in a sick bay on Quaidelao Island, Midway. My medical record is lost. Consequently, I cannot get any statement regarding the wounds I received. What do I do to establish eligibility for the Purple Heart?—G.S., USN.

Applications for the Purple Heart may be submitted to the proper channels via official channels to the Chief of Naval Personnel: Commandant, Marine Corps, or Commandant, Coast Guard, as appropriate. Where no entry is contained in your medical record relative to wounds received in action, you may submit a sworn statement, along with your request for the allowance from the proper authority via official channels. The statement should include complete details regarding such injury, whether witnessed or treated by a doctor.—ED.

INSURANCE ALLOTMENTS

Sin: Will it be possible for me to make an allotment from my pay to cover premiums on a policy insuring a life other than my own.—E.R.H.

Yes.—ED.

DISTANCE FROM NAVY

Sin: Is there any possibility of an enlistee in the Navy being released from the Navy in order to work his father's farm, providing his father has become disabled by old age since the date of the son's enlistment?—E.A.M. L.S.R., USN.

It is the possibility of discharge of enlisted personnel cannot be answered generally. Due to existing conditions and the urgent need for personnel in the Navy, discharges are not authorized except on or of extreme urgency. The paramount consideration is the needs of the service. However each case is decided individually to the Army paratroopers. Discharges from the Navy are not being authorized for the purpose of enlistment in the Army except in cases of appointments to the Military Academy.—ED.

Sin: When we were in Bizerte, our ship was attacked by enemy aircraft. As a member of the Armed Guard crew, my battle station was that of first load of the 275mm. We fired several rounds, and the point was to fire directly at the action. I shoved the shell home, and the recoiling metal hit me in the right arm, rendering me unconscious.

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Sin: Will it be possible for me to make an allotment from my pay to cover premiums on a policy insuring a life other than my own.—E.R.H.

Yes.—ED.

COMPLEMENT OF SHIP

Sin: Here is a problem for you: A vessel has a complement of one PtV1c and one PtV2c and one PtV3c, which of these men are in excess of complement? Would it be possible to rate a PtV2c or another PtV2c and one PtV3c within complement?—T.F.M., Y.C., USN.

Under provisions contained in paragraph 5 of the Paymaster Circular No. 44 (N.B., Sept. 1944, 11-1-115) each rating group must be considered as having its own determined complement. Consequently, the four rated priests (one PtV1c, one PtV2c, and one PtV3c) for which a ship has no complement, would be in excess. Administrative command for one PtV2c and one PtV3c could be advanced to PtV3c or, one PtV3c could be advanced to PtV2c to fill the complement in accordance with enclosure (F) of BuPers Circular Ltr. 297-44.—ED.

Sin: This command has a complement for one Ylc but none for CY. If the Ylc were transferred to the Army paratroopers, would the advance- ment be in excess of complement?—E.R.H.

No. BuNavy Manual, Art. 2177, 4(4)(1) says that no person may make an allotment for insurance purposes on a policy insuring a life other than his own.—ED.
COMMEMORATION RIBBON

Sir: After our ship was sunk in the Normandy invasion but prior to our ship's company being disabled, I received a letter of commendation from our skipper for our part in killing the first German soldier and the salvaging of their equipment.

At the time of the sinking, our CO had the rank of commander, and he was also shot down in a B-17. He was in which we were doing. Do we qualify for the commemoration ribbon?—E.O., UNR.

Sirs: A letter of commendation from ComSubPac rate the commemoration ribbon?—D.G., USN.

As of 11 Sept. 1944, Almighty 17-44 (NDB, 15 Sept. 1944, 44-89) further details this authority to all fleet commanders of the rank of vice admirals and above, and requires that the commendation letter include authorization for wearing the ribbon. The ribbon is not authorized for commemoration by fleet commanders, other than a commander in chief, issued prior to 15 May 1944 (see above).

Personnel who received a commendation letter signed of the above after 11 June 1944 are entitled to wear the ribbon only if the letter contained such authority.

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MILITARY COURTESY

Sir: What is the proper way of addressing a chief boatswain when written as "Mr. " or "Boatswain," as an officer in the Medical Corps may properly be addressed as "Dr. "—W.O., QMC, UNR.

Although a chief boatswain is a line officer, over the years this distinction has been dropped in respect of personnel in the Medical Corps. He may be addressed either as "Mr. " or "Boatswain."—ED.

SUBMARINE INSIGNIA

Sir: I qualified in submarines as an enlisted man but am now attached to a ship. I am entitled to wear the gold metal dolphin?—A.A., USNR.

Enlisted men who qualify for submarine duty and are promoted to commissioned or warrant rank may wear the embroidered insignia on the left breast until they qualify as submarine officers, at which time this embroidered insignia is replaced by the gold metal dolphin. Unless you qualified as a submarine officer, you are not entitled to wear the insignia. You are, however, eligible to wear the embroidered insignia according to Art. 10-30 of Uniform Regulations.—ED.

ENGAGEMENT STAR

The list of operations and engagements for which a submariner wears stars for area ribbons, as printed on page 56 of OUR October issue, is not applicable. There are no actions in the European-African-Middle Eastern area for which a submarine wears stars, with the exception of the North African occupation, beginning 8 Nov. 1942. There was an earlier authorization of a star for those engaged in World War II. If you are a former medical student, is there any way of obtaining an appointment at the University of California?—B.C., Capt., USN.

The latest ComSubPac list (NDB, 15 Sept. 1944, 31-1949), published in the October issue, is the correct listing for submarine operations. For details as to requirements, method of applying, and sample questions see BuPers Circ. Lt, 16-15 (NDB, 31 Jan. 1944, 44-194).—ED.

OUT OF GAS

Sir: We say experience is the best teacher. Consequently, the lesson I just learned may prove helpful to some. I was personally ordered from duty on the Bantam and, while on leave, arranged a trip to Europe with permission to travel by private automobile. I was informed that the West Coast oil board consequently allowed me gasoline for the trip out, on which I was accompanied by a U.S. citizen.

In California I requested gasoline for my car which I was to return home with, but I was told that it is practically impossible for anybody to get extra gasoline there with out having been a resident of the state for at least six months.

If any of your readers are contemplating traveling on orders by private car, I heartily recommend that they look into the gasoline situation at both ends of any trip before starting.—C.R.M., Capt., USN.

The latest regulations, subject to application to individual circumstances by local ration boards, is that extra gasoline coupons can be given only to affect a bona fide change of residence.—ED.

CAMERAS ON BOARD

Sir: I am stationed on an AG and would like to have a camera aboard to take personal pictures. Are there any regulations covering this?—H.L.W., EM2c.

Navy personnel are permitted to have cameras aboard ship for taking pictures outside of naval jurisdiction; while on board, the cameras are to be in the custody of the CO. The use of cameras with the exception of still cameras, unless official permission is granted and controlled by the appropriate local ration board of the CO. These regulations are found in General Order 179, paragraph 4(b) and Section II of Title 40, Dec. 1943 (NDB, com. ed. 44-174).—ED.

SHORTAGE OF PAY CLERKS

Sir: In the Monthly Newsletter from the Paymaster General there have been several articles regarding the shortage of supply officers. Since this shortage exists, I am wondering if there is a possibility that the government will be endorsing the employment of more clerks. I was promoted from chief pay clerk to Lieutenant (jg), Supply Corps, in May 1944, but was informed that my commission of complement have not been transferred to the Supply Corps.-A.D.W., Slc.

I am a former pay clerk and believe I am in excess of the number of pay clerks available. There are several promotions for pay clerks, the due to the fact that new construction has created a demand in excess of the number of pay clerks available. In these instances for men promoted to commissioned ranks, may the pay clerk relief be until such time as a pay clerk relief becomes available.—ED.

V-12 PROGRAM

Sir: My eyes are 15-20 and 6/20, correctable to 20/20 and 10/20. Are they good enough to qualify for entry in the V-12 program?—A.D.W., Slc, UNR.

No, the minimum vision requirement for medical and dental training is 20/40, uncorrected. Therefore, I am not qualified for the V-12 program.—ED.

I am a former pre-medical student who has completed three years of pre- medical medical and dental training in the V-12 program is 12/20 each eye, correctable to 20/20.—ED.

Sirs: I am a former pre-medical student who has completed three years of pre- medical medical and dental training in the V-12 program. I have completed my medical and dental training program. For details as to requirements, method of applying, and sample questions see BuPers Circ. Lt, 16-15 (NDB, 31 Jan. 1944, 44-194).—ED.
NEW YEAR'S RESOLUTION

While there has been no lack of resolution on our part to fight the enemy in every way we know how, as hard as we know how, until he is finally and utterly defeated, the advent of the New Year is a useful reminder to reaffirm our resolve and thus give it new and added meaning.

We remember Pearl Harbor, we remember our shipmates lost in action, we remember the stark threat to our way of life—and we know always and deeply that we fight for these things. But in the constant pounding of battle, the hum-drum of months upon months of dulling routine, the insidious immensity of mechanization, we may lose the sense of urgency which impelled the prodigious efforts of the early days of the war. We may, if we do not remind ourselves of it consciously upon occasion, slow down without even realizing it.

Although the business of making New Year's resolutions may seem a civilian custom we left behind with other peacetime pursuits, for the sake of those who have died and the principles for which we live, we ought not shrug off the purpose behind the custom. We ought to take stock of ourselves, face fully the grimness of war and once again resolve to give the utmost of ourselves toward the winning of the final utter victory.

From the way things look now, this may not be the last time we are going to have to make such a New Year's resolution. But as we say again that we will fight with all we have, it should be comforting to know that it means more this year because we have more now with which to fight. Possession of that added wallop is all the more reason for resolving to use it.

QUOTES OF THE MONTH

* Lt. Gen. Milward F. Harmon: "We expect that Japan will be on her feet and fighting in 1946."
* Official Washington statement: "... with regret the Germans have said farewell to the New Order in Europe since this no longer is practicable under present circumstances."
* General Eisenhower: "The German has to be hit with everything we've got and finally the breaking point will come. . . . To get peace we have to fight like hell."
* Japanese Premier Koiso: "Considering the fact that the Philippines are a vital area in the war strategy, it is necessary that the enemy be crushed completely and the Philippines hold secure."
* Prime Minister Churchill: "... In three or four years the peaceful, peace-loving people of the United States... has in sober fact become the greatest military, naval and air power in the world."
* Admiral Sir Bruce Fraser, commander-in-chief of Britain's Pacific Fleet: "The side with the greatest seapower must win the war. We have that seapower. The Japs are losing theirs."
THE MONTH'S NEWS

PERIOD OF 21 NOVEMBER THROUGH 20 DECEMBER—WEST LONGITUDE DATES

The War

While giant B-29s were running bombs from Saipan and China to Japan, and the Nazis were making a powerful counterattack on the Western Front, U.S. forces in the Philippines last month carried through a bold amphibious operation that won beachheads on the island of Mindoro, just 150 miles from Manila.

Third Fleet carrier aircraft, supporting the landings on 14 December, smashed Luzon airfields in a three-day attack which destroyed or damaged 373 Jap planes.

The Mindoro thrust, marking a 288-mile advance from Leyte, bypassed most of the other islands in the Philippine archipelago. It climaxed a 600-mile sea trip through enemy waters. Although the progress of the convoy could be observed by the enemy, who hit it with sporadic air attacks, the invading troops met little opposition in landing and in a day pushed seven to nine miles inland.

Although the rain slowed the advance of U.S. troops on Leyte for a time last month, the Japs lost approximately 30,000 troops attempting to bring reinforcements by sea to Leyte. Up to 20 December the Japs had made eight tries to pour men and supplies into Leyte, with the resulting loss of 50 transports and escort vessels sunk by planes and light naval units. U.S. troops, on the other hand, landed on 6 December behind Jap lines three miles south of Ormoc, Leyte. Four days later Ormoc fell to the U.S. 77th Division.

The Japs had pushed 40,000 reinforcements into Ormoc, their last remaining large town on Leyte, in an attempt to win the first round of the battle for the Philippines. Shortly after it fell General MacArthur announced that the Japs had suffered 82,554 casualties in the Leyte-Samar campaign. American casualties were 10,409, of whom 2,176 were killed.

The Army's Super Fortresses, stepping up their attacks from China and India and striking at Japan for the first time from the Marianas, hit hard at aircraft, communications and war industry centers at Hankow in China, Bangkok in Thailand, Mukden in Manchuria, Rangoon in Burma and Omura, Nagoya and Tokyo in Japan. The B-29 blow at Tokyo on of the war on the Japanese capital 24 November was the second attack.

We Leap Across Philippines; Tokyo Bombed from Saipan; Nazis Open Counteroffensive

<table>
<thead>
<tr>
<th>LAST FEBRUARY</th>
<th>FEBRUARY 1945</th>
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<tbody>
<tr>
<td>4 5 6 7 8 9 10</td>
<td>1 2 3 4 5 6 7</td>
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<tr>
<td>11 12 13 14 15 16 17</td>
<td>18 19 20 21</td>
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<tr>
<td>22 23 24</td>
<td>25 26 27 28</td>
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</tbody>
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WHAT WILL WE DO THIS YEAR?
Hellcat fighter plane lands in flames on flight deck of the carrier USS Cowpens during operations in the Pacific...

and the first by land-based planes. The mission was carried out by a new task force designated as the 21st Bomber Command operating from Saipan. By mid-December such raids were blasting the Jap homeland every few days.

The Japs in retaliation for the B-29 raids, sent bombers over Saipan in a feeble effort to cripple that base. Other effects of the B-29 raids came in Tokyo's announcement of the evacuation of civilians from the capital.

Enemy-held islands in the Central Pacific were subjected to continued attacks by Army, Navy and Marine Corps planes. Principal targets were the Bonin and Volcano Islands, from which the Jap planes were believed to have made their strikes at Saipan.

On 7 December, the Japs at Iwo Jima, in the Volcanos, were handed a one-two punch by U. S. air and sea forces. A strong fleet of B-29s, together with Liberators and Lightnings, rained explosives on the island while Pacific Fleet units stood offshore and battered coastal positions. All aircraft concerned were under the command of Gen. Millard F. Harmon, of the Army, commander of the newly established Strategic Air Forces, Pacific Ocean Areas.

Our submarines in the Pacific reported the sinking of 80 more enemy vessels, including 17 combatant ships. A record-bag of 33 ships, announced on 18 December by the Navy Department, included one light cruiser, three destroyers and eight other warships.

For the first time in months the news from China looked good. Counterattacking Chinese troops ousted the Japs from the key railroad town of Tushan, 70 miles from Kweiyang, the last forward U. S. airbase in China. By 10 December they had thrown the enemy back 65 miles, virtually clearing Kweiyang province. Other Chinese troops culminated a 28-day siege by capturing the Burmese base of Bhamo, while British troops held an east-west line between the Rawaddy and Chinshin Rivers in upper Burma.

Still more trouble for the Japs was forecast by the announcement of the formation of a huge British Pacific Fleet and a conference of its commander-in-chief, Admiral Sir Bruce Fraser, RN, with Admiral Chester W. W. Nimitz, USN, Commander in Chief, Pacific Fleet and Pacific Ocean Areas. Admiral Nimitz conferred also with high-ranking U. S. Army and Navy officers on forthcoming operations in the Pacific. Among those attending that conference were Admiral Raymond A. Spruance, USN, Commander 5th Fleet; Lt. Gen. Delos C. Emmons, commander of the Army's Alaskan Department; Lt. Gen. Simon B. Buckner, former commander of the Alaskan Department; Vice Admiral Frank Jack Fletcher, USN, Commander 9th Fleet; and Vice Admiral C. H. McMorris, USN, and Rear Admiral F. P. Sherman, USN, chief of staff and deputy chief of staff, respectively, to Admiral Nimitz.

In Europe, in mid-December, the German army went on the offensive for the first time since Normandy in an apparent attempt to prolong the war and win a better peace. Launching a powerful counterblow against the southern flank of the U. S. 1st Army, the enemy hurled troops, tanks, planes and paratroops into a drive that in its first five days carried 35 miles into Belgium and across the Luxembourg border. The Luftwaffe came out of hiding to join the attack. Fast-moving Nazi armored columns lead an advance of some 15 divisions in the general direction of Sedan, where the Germans broke into France in 1940.

Other Allied armies, meanwhile, were steadily advancing. The U. S. 7th Army captured Haguenau, important communications center in Lorraine and, together with the French 1st Army, began clearing Alsace. The Nazi grip on the important Saar industrial basin slipped still another notch as units of the U. S. 3d Army crashed through Maginot Line defenses to link forces below the German border with other troops on the east bank of the Saar River. The U. S. 9th Army, to the north of the German push, continued to gain, clearing Wuerm, Mulendorf and Beec on the Netherlands-German border.

Continuing airblows were struck at the Reich last month, with British and American bombers concentrating on rail and oil centers. In two weeks from 4 to 18 December U. S. and RAF planes attacked every main railway leading from the interior of Germany.

### CASUALTY FIGURES

<table>
<thead>
<tr>
<th></th>
<th>Dead</th>
<th>Wounded</th>
<th>Missing*</th>
<th>Prisoners*</th>
<th>Total</th>
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<tr>
<td>U. S. Navy</td>
<td>12,858</td>
<td>5,597</td>
<td>8,259</td>
<td>2,542</td>
<td>33,252</td>
</tr>
<tr>
<td>U. S. Marine Corps</td>
<td>10,049</td>
<td>25,529</td>
<td>939</td>
<td>1,944</td>
<td>33,525</td>
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<tr>
<td>U. S. Coast Guard</td>
<td>855</td>
<td>184</td>
<td>118</td>
<td>652</td>
<td></td>
</tr>
</tbody>
</table>

Total: 30,494

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.
As the pilot escapes uninjured, fast-working fire fighters smother the blaze with chemicals and save the plane.

The War Department on the third anniversary of the attack on Pearl Harbor announced that the AAF had dispatched 1,566,329 planes which dropped 1,202,139 tons of bombs on enemy targets during the three years the U. S. had been at war. During that time 22,894 enemy aircraft were destroyed, 5,986 probably destroyed and 8,659 damaged by the AAF in aerial combat. The number of planes destroyed on the ground brought total enemy losses to 29,915. AAF total losses were 15,491 planes. In the Pacific area 1,310,066 tons of enemy shipping were sunk by Army planes. Berlin was first on the AAF list of most-bombed cities with 13,717 tons. Second hardest hit was Ploesti, heart of the Rumanian oil industry.

In Italy the Allied armies, moving slowly ahead, took Ravenna and moved on to capture Mezzano on the Rimini-Ferrara railroad. Lt. Gen. Mark W. Clark, who had commanded the U. S. 5th Army since it moved from Africa to Europe, was named commander in chief of the Allied 15th Army Group of American and Allied forces in Italy. He succeeded British Field Marshal Alexander, who became supreme commander of all Allied forces in the Mediterranean theater when General Sir Henry M. Wilson was shifted to Washington as a member of the Combined Chiefs of Staff.

On the eastern front, the Russians were closing the ring around Budapest. Other Red Army troops drove into Czechoslovakia and opened a new road to Vienna, approximately 100 miles away.

Behind the Balkan front, there was fighting in Athens between members of the National Liberation Front and British forces backing up the Greek Government's attempt to disband guerrilla fighters. Americans there were instructed to confine their activities strictly to relief and rehabilitation work.

NAVY NEWS

- All six Japanese carriers whose planes attacked Pearl Harbor now lie at the bottom of the Pacific. Admiral Nimitz announced last month on the third anniversary of the attack. Four were sunk in the Battle of Midway in June 1942, one in the Battle of the Philippine Sea last June and the sixth in the Battle of the Philippines in October this year. Of the U. S. ships sunk at Pearl Harbor, Admiral Nimitz added, all but five have since returned to action. One of these, the Oklahoma, was refloated but subsequently decommissioned, and parts of three others, including the Arizona, were salvaged and used in new ships, leaving only the target ship Utah still on the bottom. Five of those "raised from the dead" were the battleships Pennsylvania, Maryland, Tennessee, California and West Virginia—which, with the Mississippi, sank eight Jap warships in Surigao Strait in the Battle of the Philippines.

- The Navy's "civilian fleet" of patrol vessels is gradually receiving its honorable discharge. Consisting of converted yachts and fishing boats sold

Sighted 2... Sank Same

Two Japanese Sydney-class submarines were sunk with one bomb by Ens. Raymond G. Baldwin, USNR, Devon, Conn., Hellcat pilot in Fighting Squadron 8, during the initial carrier-based raid on the Ryuku Islands. Ens. Baldwin was directly over two subs doing in a sheltered anchorage on Okinawa Island, when he dropped his bomb amidships between the enemy pigboats, blowing out the sides of each.
or chartered to the Navy or Maritime Commission for use by the Navy, they have served as minesweepers and hydrographic, picket, patrol and escort boats. While the converted vessels were put to sea early in the war, sometimes equipped only with a two-way radio and a flare gun, construction was rushed on antisubmarine vessels of greater sting. The present availability of these specially built wooden and steel vessels—SCs, PSCs, YMSs, PCs, PCEs, DESs, AMs—plus the changing aspects of the war have made it possible for the Navy to return to the Maritime Commission, for disposal, or eventual return to owners, many of the small craft which were so urgently needed to protect our coastline and convoys when the U.S. was plunged into war.

- Three and a half million people saw the tools the Navy fights with during a recent 16-day showing at Navy Pier, Chicago, of the Navy's 6th War Loan Exhibit, "Pacific Theater." Interior displays at the exhibit staged by the Navy Department in conjunction with the Treasury Department included shells, rockets, torpedoes, bombs, depth charges and electronic devices, many of which had been on the Navy's secret list. Exterior shows included Helicat and Helicopter planes, a captured Jap Zero and naval armament ranging from 5-38 all-purpose deck guns to machine guns. Divers in full equipment demonstrated underwater welding in a glass tank. On Lake Michigan a Coast Guard helicopter performed daily air-sea rescues. A flotilla of 14 landing craft from LSTs to LCVPs was open to public inspection. Marines were carried in the landing craft during assaults on the mythical island of Chi-Cogo.

- Because all her major strikes in a year of combat were made during holidays, the U.S.S. Bunker Hill has been nicknamed "Holiday Express." The 27,000-ton carrier observed the red letter days this way: Armistice Day 1943—raised Rabaul; Thanksgiving—participated in operations leading to capture of Tarawa, Makin and Aneityum Islands; Christmas Day—raised Kavieng in deepest penetration of Japanese territory since Pearl Harbor; New Year's Day—was in midst of Bismarck Archipelago operation and bombed Kavieng; George Washington's Birthday—smashed Japs at Tinian and Saipan; April Fool's Day—bombed Woleai; Columbus Day—hit Formosa; Armistice Day 1944—bombed and strafed enemy shipping in Ormoc Bay, off Leyte.

- Establishment of the Navy School for Evacuation of Casualties at NAS, Alameda, Calif., which will introduce flying Navy nurses for the first time, was announced last month. In the school's first class are 24 nurses and 24 pharmacist's mates who, upon completion of training, which will include flight indoctrination, will report for duty with an air evacuation unit with the Pacific Fleet. Although the Navy and Marine Corps pioneered in aerial evacuation of casualties—South Pacific Combat Air Transport alone has moved more than 25,000 patients from U. S. DD after being hit.

- Plane plunges into sea between burning destroyer and a second DD to left of the splash.

...and disappears under cloud of smoke and steam as the undamaged destroyer pulls swiftly away.

Gen. Marshall Continued
As Army Chief of Staff

The President on 2 December approved an act of Congress to permit the continuing of General George C. Marshall in his present office of Chief of Staff of the U. S. Army for the duration and six months thereafter. General Marshall reached the regular retirement age of 64 years on 31 December.

—there has never been, until now, any formalized instruction of medical personnel making the flights except for naval flight surgeons.

- Capt. Luis de Florez, USNR, director of the Special Devices Division, BuAer, and inventor of many synthetic training devices used in naval aviation, received the Robert J. Collier Trophy last month for "outstanding aeronautical achievement in 1943." Among Capt. de Florez "synthetics," used by the Navy are a model instrument panel to instruct student pilots to operate large flying boats, gunnery trainers, navigation training devices, a bombardier's compartment from which a student may view and practice dropping his bombs on rolling landscapes projected from a motion picture projector and devices for training in aircraft identification. Capt. de Florez is the first naval officer to win the trophy.

- A destroyer launched recently at Orange, Tex., was named in honor of three brothers who lost their lives when the U.S.S. New Orleans had her bow shot away by enemy torpedoes during the Battle of Tassafaronga. They were Jack E. Rogers Jr., Sic, USN; Charles E. Rogers, Sic, USN; and Edwin K. Rogers, Sic, UN. The U.S.S. Rogers was christened by the boys' mother, Mrs. Jack E. Rogers Sr., of Orange, Fla.

- British fighter and torpedo bomber pilots training in this country are using the U.S.S. Charger, a converted escort carrier, to qualify for carrier landings. The Charger originally was intended for the British under lend-
lease, but after the Pearl Harbor attack the ship was retained by the Navy because of our need for warships. More than 24,000 planes have landed on the flight deck of the Charger since she was taken to Hampton Roads, Va., two years ago.

- Nine additional air groups and squadrons have returned to the U. S. for rest and regrouping after combat in the Pacific theater. They are:

  Air Group 8, which made 192 strikes in a 72,000-mile prowl of the Pacific climax by the Battle of the Philippine Sea; destroyed or damaged 691 Jap aircraft and sank 44 ships in operations from New Guinea to Formosa.

  Air Group 26—Participated in every amphibious operation from Tarawa to Leyte and played major role in turning back the attacking Jap fleet off Samar in the Philippines on 24 Oct. 1944.

  Air Group 31—Destroyed 148 Jap planes in the air and sank 48,000 tons of enemy shipping during an eight-months tour of duty which included the Battle of the Philippine Sea.

  Composite Squadron 5—Flew more than 7,500 hours in attacks on enemy shipping, ground installations, and in strafing ships in operation after Guadalcanal, Tinian, Guam, Peleliu, Angaur, Ulithi and Philippine Islands; sank two Jap cruisers, damaged two battleships, cruiser, several destroyers in the Battle of the Philippines.

  Composite Squadron 66—Made 43 bombing and strafing attacks against Jap-held positions on Wotje, Maloelap, Halmahera and Morotai in 10 months.

  Patrol-Bombing Squadron 62—Lost only one Catalina bomber during 10,000 hours of combat flying in tough Aleutian weather.

  Patrol-Bombing Squadron 135—Carried out numerous photographic-reconnaissance, bombing and strafing missions against Jap installations on Paramushiru without losing a plane.

  Patrol Bombing Squadron 148—Sank or damaged 3,700 tons of enemy shipping while flying 816 sorties during 6,072 flying hours.

  Patrol Bombing Squadron 202—Was the first Navy PBM squadron to operate in Pacific combat; completed 800 missions without a cancellation, covered more than a million miles of aerial flight.

- No windshield wipers are needed with the new water repellent for airplane windshields developed by BuAer in collaboration with the Naval Research Laboratory. The coating repels rain without a smear and is particularly useful in rainy weather landings on the pitching decks of carriers and in night landings on air strips.

- More than 400 patients came aboard the Mercy in rapid succession, were carried or assisted to receiving stations, given emergency treatment if necessary and moved to wards.

- No. 05074, suffering from a mild case of operational fatigue, has gone to the showers for a refreshing up. No. 05074 is a Skytrain (R4D), the first plane to be commissioned for duty in NATS. After 33 months in the Atlantic and European theaters without missing a scheduled trip, she has come home for a rest. After an overhaul at NAS, Patuxent River, Md., she will return to active duty.

- At 2 p.m., 7 Dec. 1944, a spontaneously formed group of Navy airmen collected all flyable Kingsfisher and Seagull seaplanes from the bomb-torn decks of battleships and cruisers in Pearl Harbor and flew them off in search of enemy submarines. That was the unofficial beginning of Scouting Squadron 53, which since then has not missed a day flying in the Pearl Harbor area. For 10 months all of Scouting 53's personnel slept in a hangar. Their uniforms were strictly irregular in those early days, for most of their gear was destroyed in the Jap attack. One man had only a pair of silk pajamas. Another was dressed in a commander's cap, gabardine trousers and a silk shirt. The squadron was officially recognized 10 March 1942, when it was given the designation VS3D14, changed a year later to VS-53. Its personnel observed Pearl Harbor Day, 1944, by buying $9,000 worth of war bonds.

- A new shark repellent, 98% effective under experimental conditions, has been developed by BuShips in cooperation with the Naval Research Laboratory, and is now incorporated into a packet which can be attached to any type of life jacket. Tests have shown that sharks seldom attack dark colored objects. The repellent is released from the packet in the form of an inkly fluid which, by coloring the water, not only keeps sharks away but lets the user see the extent of his protection so that he may stay within it. In addition, it contains chemicals and a water-soluble wax which have a peculiar taste and odor distasteful to sharks.

- Sgt. Reid C. Chamberlain, USMC, escaped from the Corregidor the day that Philippine fortress fell, 6 May 1942, survived 28 days of drifting in the China Sea, became a first lieutenant in the U. S. Army, fought with guerrillas in the Philippines for nearly two years and smuggled guns and gasoline to them from the outside. When he finally came back to the U. S., the Marine Corps gave him an honorable discharge—he had been listed as "dead"—and the Army permitted him to resign his commission and gave him an honorable discharge plus the Distinguished Service Cross. Next, he reenlisted in the Marine Corps and was given his old rating of corporal and appointed to officer-cadet school. Three days after he entered OCS he applied for transfer...
Saratoga, Oldest and Biggest Carrier, Is Veteran of 7 Battle-Star Operations

An announcement from CinePac revealed recently that the USS Saratoga, the oldest and largest U. S. aircraft carrier, whom the Japs have six times reported sunk, has participated in seven operations or engagements for which the Navy Department has authorized bronze stars on the area service ribbons which may be worn by officers and men aboard her in those engagements.

The engagements are: Guadalcanal-Tulagi landings, 7-9 Aug. 1942; capture and defense of Guadalcanal, 10 Aug. 1942 to 8 Feb. 1943; Eastern Solomons (Stewart Island) 23-25 Aug. 1942; Treas-ury Bay-Japa-Japan operation, 25 Oct. to 15 Dec. 1943; Gilbert Islands operation, 15 Nov. to 8 Dec. 1943; occupation of Eniwetok Atoll, 17 Feb. to March 1944; Sabang Raid, 19 April 1944, and Soerabaja raid, 17 May 1944. (Lt. Comdr. H. E. Marum, usn, who was named medical officer of the 11th Naval District, was on the Saratoga's planes against the Japs change in plans being a result of the Washington Disarmament Conference. Twice torpedoes have struck her, causing slight damage. blows have been delivered by the intended for a battle cruiser, the Saratoga's planes against the Japs change in plans being a result of the Washington Disarmament Conference.

From her have flown the flags of several admirals. Former skippers include Admiral William F. Halsey Jr., usn, Commander 3d Fleet; Vice Admiral Frederick Horne, usn, now Vice Chief of Naval Operations; Vice Admiral John H. Towers, usn, Deputy Commander in Chief, U. S. Pacific Fleet; and Pacific Ocean Areas, Capt. Lucian A. Moebus, usn, is now in command.

The USS Saratoga is a name held by five ships in the history of the Navy. The first was a slop- operating during the American Revolution. The third accomplished what the 5,000 officers and men of the present Saratoga hope their ship will do—she sailed into Tokyo Bay! That was at the time Commodore Perry's operations brought Japan into the commerce of the world.

Although the Japs have made extravagant claims of damaging and sinking the Saratoga, an enemy bomb is still to land on her deck or to damage her battle-cruiser hull. (She was built on a hull originally for a battle cruiser, the Saratoga's planes against the Japs change in plans being a result of the Washington Disarmament Conference.) Twice torpedoes have struck her, causing slight damage. From her have flown the flags of several admirals. Former skippers include Admiral William F. Halsey Jr., usn, Commander 3d Fleet; Vice Admiral Frederick Horne, usn, now Vice Chief of Naval Operations; Vice Admiral John H. Towers, usn, Deputy Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas, Capt. Lucian A. Moebus, usn, is now in command.

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to line duty. He was sent to a base and made a sergeant. Soon he sent in another formal request—for combat duty. Sgt. Chamberlain, the Marine Corp, revealed last month in telling the whole story, is now back fighting the Japs.

• The first Liberty ship to unload cargo after the invasion of the Philippines survived 56 individual bombings and landings while in Navy guns now shot down two and possibly four Jap planes. The persistent but futile Jap air attacks on the ship started shortly after the original bombings on Leyte on 19 October and continued for six days.

• Rear Admiral William J. C. Agnew, (MC) usn, has been appointed Assistant Chief of Bureau of Medicine and Surgery. (Lt. Comdr. H. E. Marum, usn, who was named medical officer of the 11th Naval District, was on the Saratoga's planes against the Japs change in plans being a result of the Washington Disarmament Conference. Twice torpedoes have struck her, causing slight damage. blows have been delivered by the intended for a battle cruiser, the Saratoga's planes against the Japs change in plans being a result of the Washington Disarmament Conference.

Adm. Agnew

Admiral Agnew has assumed the post of Inspector Medical Department Activities, Pacific Ocean Areas, held by Rear Admiral William Chambers, (MC) usn, until recently Commanding General, Expeditionary Forces, Taisu Islands. Last month became commanding general, Department of the Pacific, relieving Maj. Gen. Joseph C. Fegan, (MC) usn, who is under treatment at the Naval Hospital, Mare Island.

• Maj. Gen. Julian C. Smith, (MC) usmc, CO of the 2d Marine Division in the invasion of Tarawa and until recently Commanding General, Expeditionary Forces, in the Taisu Islands, last month became commanding general, Department of the Pacific, relieving Maj. Gen. Joseph C. Fegan, (MC) usmc, who is under treatment at the Naval Hospital, Mare Island.

• Natives working under Navy civil affairs officers on Guam have built a model village on a high plateau in a lush agricultural district for 2,400 bombed-out residents of the island. It not only provides housing but will aid in sanitation control by bringing large groups into a center where they will live under Navy medical supervision, and will hasten the tilling of fertile acres. From two to four crops a year can be grown on Guam, and the harvest of the first is expected in about two months. Products will include corn, cucumbers, egg plant, water-melon, taro, arrowroot, can- taloupe, papayas, bananas and yams. Groves of tangerines, limes and coconut also are being cultivated. Similar projects are underway in other sections of the island.
WAR'S CHILDREN: Aboard a Coast Guard-manned troop transport, steaming across Indian ocean from Bombay, Polish war orphans relax during passage to a new haven from perils that have pursued them for two years.

SHIPS & STATIONS

- More than 800 naval personnel and civilian employees at NAS, Floyd Bennett Field, N.Y., gave 665 pints of blood in 420 minutes recently at a mobile unit of the Brooklyn Red Cross which visited the field. The mass donation set a nation-wide record for collection by a mobile unit.

- When Ens. Melvin A. Feher, USNR, recently received his wings as a naval aviator at NAS, Pensacola, Fla., his father, 61-year-old Lt. Comdr. Anthony Feher, USN, test pilot at the Naval Aircraft Factory, Philadelphia, flew south in his own plane for the ceremonies. The Fehers were designated naval aviators 26 years and four months apart. Another naval officer who recently received his wings at Pensacola, Lt. (jg) Carl T. Meyer Jr., USNR, at the same time received the Air Medal from Capt. L. T. Hundt, USN, commander of the Naval Air Training Bases there. Lieutenant Meyer was navigator-bombardier of a PB4Y hit by antiaircraft fire following a mission over the Philippines, in the Bay of Biscay. He guided his plane safely back to its base in England despite fumes which rendered unconscious several other members of the crew. Shortly after the incident he was sent to flight training.

- It looks like a truck with a cowcatcher and it whistles like a train—those are the contraption running around the railroad tracks at NAS, Honolulu, Hawaii. Built by naval personnel from spare parts and junk-yard contributions, plus an International truck, the "locomotive" can do 17% m.p.h. forward and 2 backward. In addition to the eight tons of cement it carries to provide traction for its wheels, it can pull three loaded tank cars.

- Something new in dog tags has been developed by Comdr. Frank E. Jeffreys, (DC) USN, now on the staff of the National Naval Medical Center, Bethesda, Md., who worked out a technique by which a serviceman's name and other pertinent data to aid in casualty identification may be inscribed on the plate of his false teeth. The information is typed on a sheet of onion-skin paper and then, before the plate is completed, transferred through the use of a carbon duplicator.

- Charles A. Blanchette, MaM1c, stationed at the NTScb, Oxford, Ohio, went home on leave recently, and the chain of command did an abrupt about face: It was Blanchette's pleasant duty to grant a very special request made by a lieutenant (junior grade). The naval officer was Lt. (jg) Charles J. Blanchette, USNR, just back from duty in the southwest Pacific. Although the enlisted man saluted the officer when they met, Lieutenant Blanchette had to petition Mailman Blanchette, his father, for permission to get married—because Lieutenant Blanchette was only 20 years old.

- It was the first time the two lieutenant commanders had seen each other in 18 months; they embraced fondly when they met recently at NAS, Honolulu. They were Lt. Comdr. Cooper B. Bright, USNR, an officer on duty in the southwest Pacific, and his sister, Lt. Comdr. Joy Bright Hancock, USNR, there to survey housing conditions and billets available for Waves in Hawaii.

- Once over lightly: The Armed Guard crew of the ss Ethos Root has assembled a floating gym equipped with basketball court, handball court, table tennis table, boxing ring and sand bag in the No. 2 hold. Members of a Seabee petroleum detachment have formed the "Top of the World Club" somewhere in the Arctic. The organization will be a "night club" for approximately six months of each year.

Signals Mixed

The tail gunner of a PBM was excited as his patrol bomber flew over a Pacific Island.

"Sir," he shouted over the interphone to his pilot, "there must be friendly forces below — they're blinking at us!"

The blinks turned out to be flashes from a fortunately inaccurate Japanese AA battery.

HOME FRONT

- The Government cracked down last month on men in civilian life who refused to work in war plants, and the War Production Board ordered all civilian production frozen indefinitely at present levels because of increased war-production schedules. Selective Service ordered reexamination of draft classifications of all men in the 26-37 age group, "in the light of immediate urgencies." The new draft order was designed to force men over 25 to seek jobs in essential industries, to provide replacements for highly skilled workers being released from service for "supercritical" production and to enable the Army to send young men in non-combat units overseas as battle replacements and fill in the gaps with older men. Men whose jobs are considered nonessential, or who left war jobs without permission, were to be made subject to quick induction.

- Edward R. Stettinius, 44, Under Secretary of State, was appointed Secretary of State since Edmund Randolph held the office since the beginning of President Roosevelt's first term in 1933. Mr. Stettinius is the youngest Secretary of State since Edmund Randolph held the position in George Washington's cabinet at the age of 41.

- Prisoners of war working for private contractors have earned more than $16,000,000 for the U.S. Treasury, the War Department has announced. Private contractors must pay the same wage rate per unit of work completed as they would pay civilian labor. Prisoners do not receive the money, but are paid 90 cents a day in canteen script. The contractor's check goes to the Treasury. This system serves the double purpose of utilizing prisoners of war at a profit to the Government and alleviating the man-
power shortage without subsidizing the private contractors.

- The nation's No. 1 and No. 2 football teams—Army and Navy—opened the 6th War Loan Drive before 66,639 spectators in Baltimore's Municipal Stadium on 2 December, with Army winning 28 to 7. The game raised $88,637,000 in war-bond sales. Army cadets received their first taste of sea duty when the entire academy student body went to Baltimore aboard a troopship. Play-by-play motion pictures of the game will be shown to the armed forces throughout the world.

- Because operations in the Pacific have more than tripled the delivery job of the merchant marine, a call for 8,000 trainees a month has been issued by the U. S. Maritime Service. The War Manpower Commission has granted a nationwide priority for the recruitment of inexperienced men for merchant seaman training.

- The cigarette shortage has stumped all the experts except Dr. Earnest A. Hooton, Harvard University anthropologist, who explained the shortage this way: 'The boys in the foxholes, with their lives endangered, are nervous and miserable and want girls. Since they can't have them, they smoke cigarettes. The girls at home are nervous and miserable and want boys. Since they can't have them, they, too, smoke cigarettes. So what happens? The briar pipe resumes its rightful place as the companion of the philosophic male whose geminal preoccupations have vanished with the years.'

- Five Americans and one Dane received Nobel Prize awards last month in New York City. It was the first time since the awarding of prizes began in 1901 that they have been presented outside of Stockholm and by anyone except the King of Sweden. The Swedish Minister to the U. S. made the presentations to Dr. Joseph Erlanger, professor-emeritus of physiology at Washington University, St. Louis; Dr. Herbert S. Gasser, director of the Rockefeller Institute for Medical Research; Dr. Isidor I. Rabi, professor of physics at Columbia University; Dr. Edward A. Doisy, professor of biochemistry at St. Louis University, and Dr. Henrik Dam, professor of biochemistry at Copenhagen Institute of Technology, Denmark, who is now continuing his research at the University of Rochester Medical School. The Nobel prizes, the value of which varies between $30,000 and $40,000, are awarded for physics, chemistry, physiology and medicine, literature and work toward peace. There has been no award of the peace prize since 1939.

- A new type of coal-burning steam locomotive, powered by a turbine in place of cylinders, piston and driving rods, has been developed by the Pennsylvania Railroad. Engineers designed the turbine to develop 6,900 shaft horsepower—sufficient to pull a normal passenger train at 100 miles an hour.

- News Capsules: A survey completed by the Department of Agriculture revealed that 18,500,000 Victory gardens were grown last year and virtually all gardeners expect to continue in 1945.... The 120,000 inmates of state prisons and correctional institutions have contributed close to $25,000,000 worth of industrial war production since 1 July 1942. Babies have been wailing about a diaper shortage, but the WPB reports one silver lining—there will be plenty of safety pins. The United Automobile Workers (CIO) has applied for FM radio station licenses in Detroit, Cleveland, Los Angeles, Chicago, Flint, Mich., and Newark.... The Interior Department revealed that a perfume of fatal appeal to coyotes has been developed. General Electric has developed a differential analyzer which solves in a few days mathematical problems that it would take several years to work out by conventional methods.
THE WAR AT SEA
OFFICIAL REPORTS: 21 NOVEMBER THROUGH 20 DECEMBER

21 NOVEMBER
U. S. Pacific Fleet Communique No. 186

Aircraft and Marine infantry units in the Marianas and Palau continued to clear captured islands of remnants of Japanese garrisons. Total enemy casualties given below are through 15 November:

Killed: 135
Wounded: 2,328
Interred: 1

In Mikronesia:

Saipan: Killed, 22; wounded, 268.
Guam: Killed, 17; wounded, 236.
Tinian: Killed, 6; wounded, 285; captured, 316.

In the Carolines:

Nauru: Killed, 12; wounded, 54.

On 16 November 12 aircraft of the 2d Marine Aircraft Wing made a strafing attack on installations on Haha Jima and shipping at Chichi Jima. Additional reports on aircraft strikes by carrier-based planes over Manila on 13 November now show that a total of 26 Japanese planes were shot out of the sky. Fourteen of these were destroyed by ships’ antiaircraft fire. A total of 14 planes have been shot down in Guam.

Japanese bases in the Palau Islands were hit by planes of the 2d Aircraft Wing and Fleet Air Wing 1 on 18 November. Several large areas were started. On the same day fighters of the 2d Marine Aircraft Wing carried out bomb and strafing attacks on the airfield at Yap. Aircraft were destroyed on enemy-held bases in the Marshall Islands on 19 and 20 November.

The enemy sent up meager antiaircraft fire.

ADVANCED HEADQUARTERS ON LEYTE—LEYTE: Our heavy units, striking through local bases, bombed enemy supply and shipping installations at Palompon, destroying or damaging three 1,000-ton freighters. Flights of P-40s and B-25s from other unspecified bases also destroyed or damaged a 1,090-ton freighter.

In the harbor a gunboat, five small freighters and ten barges were set afire.

AMBOINA-CEMIS: Fighters on patrol strafed and set afire a 1,000-ton freighter south of Ambon.

22 NOVEMBER
U. S. Pacific Fleet Communique No. 187

Further reports of the air strikes in and around Manila on 18 November reveal the following:

2d Aircraft Wing: 25 planes (maximum) were involved in the first night attack on several installations by planes of the 3d Fleet; various cargo and small coastal cargo ships and one small coastal cargo ship set afire in Subic Bay; two medium cargo ships burning and one small coastal cargo ship sunk near San Fernando; one cargo ship burned and another burned in Manila Bay; five barges burning off Batangas and another sunk at Laconia; and a large freighter off Guatay, sighted.

2d Marine Aircraft Wing: Hit the harbor a gunboat, five small freighters and two barges were set afire.

AMBOINA-CEMIS: Fighters on patrol strafed and set afire a 1,000-ton freighter south of Ambon.

23 NOVEMBER
U. S. Pacific Fleet Communique No. 188

Matsusawa in the Kurils was bombarded by a naval task force on 21 November. Large fires and explosions were observed.

WARSHIPS—BOMBED—MATSUWA

Aircraft of the 7th AAF and a submarine sank two large vessels in the vicinity of Peleliu.

ADVANCED HEADQUARTERS ON LEYTE—LEYTE: Our fighters attacking shipping off Leyte destroyed or severely damaged four small freighters, two coastal vessels and 19 barges, many loaded with cargo or supplies. Over 45 other barges beached south of Ormoc were destroyed by our coastal craft at night, and two luggers and four troop barges off Ormoc; other enemy small craft were damaged.

Porneos: Our patrol planes sank a 1,600-ton freighter off Puerto Princesa, shots down one of five interceptors.

Noor: Our heavy bombers damaged or destroyed two transports of U. S. Navy Communique
In Full And Pertinent
Excerpts From Others

6,000 and 7,000 tons.

Bismarck-Solomon: Our light and medium units on night patrol battled shore targets on New Ireland.

24 NOVEMBER
ADVANCED HEADQUARTERS ON LEYTE—LEYTE: Light naval units operating in the Camotes Islands and off the west coast of Leyte sank a small freighter and coastal vessel and damaged nine barges.

Porneos: Fighters destroyed two barges to the north.

Matsusawa: Our fighters sweeping the area destroyed a barge, sank a small freighter and probably sunk a 6,000-ton vessel and barge.

Porneos: Light naval units shelled shore targets and destroyed a beached barge.

Fleet: Patrol planes sank a barge.

Tensu: Our medium units sank or damaged three barges and two large vessels.

LONDON, Admiralty communique—During a recent patrol off the Norweginan coast one of His Majesty’s submarines attacked an enemy convoy composed of three supply ships which was proceeding under the escort of three armed vessels. Hits were obtained with three torpedoes: two large supply ship and another of medium size. One of the ships blew up and sank. A second was set on fire and is believed to have sunk soon afterward.

WASHINGTON, 24th AAF communique—A large task force of B-29 aircraft today attacked and destroyed enemy installations on Saipan Island.

25 NOVEMBER
Navy Department Communique No. 556
PACIFIC AND FAR EAST

United States submarines have reported the sinking of 27 vessels, including two combatant vessels, as a result of operations against the enemy in these waters, as follows:

One destroyer, one converted gunboat, one large transport, one large tanker, one large cargo transport, two medium tankers, two medium cargo transports, 14 medium cargo vessels, one small tanker, six small cargo vessels.

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

A Netherlands submarine, while operating under United States control, has sunk 2,000 tons of enemy shipping in the Netherlands East Indies Indian waters. This submarine was built in England.

ARMY B-29’S FROM SAIPAN MAKE FIRST RAID ON TOKYO

ARMY

BOMBARDED BY U.S. NAVAL TASK FORCE

See 23 November.
27 NOVEMBER

U. S. Pacific Fleet Communique No. 191

Revised estimates of damage done by carrier-based aircraft of the 3d Fleet in strikes on enemy shipping around Luzon on 24 November are as follows:

This is primarily a revision as to types rather than an appreciable increase in the number of ships sunk. The number of craft damaged is increased.

Sunk:
- One heavy cruiser at Santa Cruz
- Three old destroyers at Marinduque Island

Damaged:
- Two cargo ships hit in previous raids, near San Fernando, torpedoed, beached and wrecked
- Another cargo ship, previously damaged, and set afire
- Three hundred sixty-nine vessels sunk and two left sinking, as previously reported
- Three additional 32 on the ground.

ADVANCED HEADQUARTERS ON LEYTE—Mindanao:
- Fighter patrols spotting Daovol Gulf destroyed one enemy bomber and probably another.
- Bomber patrol hit an ammunition dump power installations and a humber mill and vessels (7th AAF). Two 40-foot bomb shops in the Palaua. Enemy-held bases throughout the northern Palaua were attacked by 7th AAF planes on the same date. Nine hundred Avenger and Corsair battered the Sho-ki-a-mi islands in the Marshall Islands.

ADVANCED HEADQUARTERS ON LEYTE—Boracay:
- Our air patrols over the Visayas scored near-misses on a 6,000-ton transport and damaged two small freighters. West of Palawan another small freighter was probably sunk and the covering float plane destroyed.
- Bomber patrol hit an ammunition dump power installations and a humber mill and vessels (7th AAF.) Eleven hundred and fifty-three vessels hit near the south shore entrance to Manila Bay; six luggers hit off west coast of Batan.

28 NOVEMBER

ADVANCED HEADQUARTERS ON LEYTE—Mindanao:
- Bomber patrol dropped 1000-ton freighter, coastal transport and damaged one small freighter.

NAVAL UNITS BOMBARD ORMOC

Three hundred sixty-nine vessels sunk and two left sinking, as previously reported, three additional 32 on the ground.

ANDBOR BOMBAR D

CARRIERS PLANS RAID LUZON

CARRIERS PLANES RAID LUZON

 Philippine Military Operations

U. S. Pacific Fleet Communique No. 192

Liberators of the 7th AAF, escorted by Lightning fighters, dropped 112 tons of bombs on two airstrips on two islands of the Volcano Islands on 28 November. Our fighter planes dropped 112 tons of bombs on two airstrips on two islands of the Volcano Islands on 28 November. Our fighter planes dropped 112 tons of bombs on two airstrips on two islands of the Volcano Islands on 28 November. Our fighter planes dropped 112 tons of bombs on two airstrips on two islands of the Volcano Islands on 28 November.
BOMBED BY ALLIED NAVAL UNITS

ALLIED PLANES DESTROY 7TH JAP REINFORCEMENT CONVOY

Thunderbolts of the 7th AAF bombed and strafed the airfield on Pagan Island in the Carolines on 25 and 26 November. Two enemy planes were shot down over Pagan on 24 November. Two November Marine Corps assaults again struck the airfield.

The 2d Marine Aircraft Wing bombed the airport and radio station on Rota on 26 November.

The 7th AAF hit installations on Marcus Island on 27 November. One Liberator was damaged.

Corsairs of the 4th Marine Aircraft Wing and Venturas of Fleet Air Wing 2 bombed enemy storage tanks and a power plant on Nauru on 27 November. A large fire was started and an explosion was observed. Intense antiaircraft fire was encountered.

Fleet Air Wing 2 also hit enemy-held bases in the Marshalls on 25 November and the 4th Marine Aircraft Wing continued neutralization raids in the Marshalls on 26 and 27 November.

ADVANCED HEADQUARTERS ON LEYTE—Leyte: Our planes have destroyed another convoy bound for Leyte. A 2,000-ton troop transport and a small freighter—transport—tanker and a 5,000-ton freighter and a destroyer were set afire without use of our torpedoes. All except one of the small freighters were destroyed. All deck fires were extinguished. Small freighter was sunk by one of our night patrols.

Part of this convoy was caught off Mindoro, part was off Leyte, the small freighter off Mindoro. Loss of enemy life is estimated at 5,000. The seventh convoy destroyed and brings the enemy's losses to 50,000. The next reinforce- ment of Leyte in 28,000 men and 29 transports of an aggregate tonnage of 110,790 tons were sunk by all our planes.

Our naval units which bombarded Ormoc on 27 November discovered and sank an enemy transport near the harbor.

Bombers: Medium units sank a small freighter off the northeast coast. Night patrol planes scored hits on a large enemy vessel west of Mindoro. Jap night patrol planes attacked Nii Island and nearby targets on the main island.

WASHINGTON, 20th AAF communiqué—Industrial complex in the Volcano Islands was bombed Wednesday by B-29 aircraft of the 21st Bomber Command in the first night mission flown by the Seaplane-Based Superfortresses.

1 DECEMBER

U. S. Pacific Fleet Communiqué No. 194

Flies were started on two airstrips on two Jims in the Volcanoos by bombs dropped from a force of 7th AAF Liberators on 24 November.

On the following day the same targets were again attacked by 7th AAF aircraft. Our bombers were intercepted by three to four Japanese aircraft, of which one was destroyed and the others damaged. Five of our airplanes suffered damage but all returned safely.

On the same date Mitchellis of the 2d Marine Aircraft Wing bomb- ers struck at other targets in the Bonins and Volcanoos.

Army bombers and 2d Marine Aircraft Wing fighters attacked Japanese bases in the Volcano Islands. HIts were scored on a radio station on Arikabea. Supplies were furnished by fighters of the 2d Marine Aircraft Wing in an attack on the Atoll on 25 November. A torpedo dropped on the airstrip on Yap was a hit.

Gun positions on Rota in the Marianaos were bombed on 25 November by fighters of the 2d Marine Aircraft Wing.

ADVANCED HEADQUARTERS ON LEYTE—Leyte: Our fighters bombed enemy supply dump and communications routes on Ormoc Bay and attacked a barge center in the Carolines Island. Bombers: Night air raids severely damaged a small enemy vessel in Brunei Bay.

Lesser Sundays: Patrol planes ranged over the Flores Sea destroyed or damaged two coastal vessels and four barges.

ROYAL NAVY PLANE HIT SHIPMENTS

The force on 27 November sighted an enemy convoy of a laden troop transport, two supply ships proceeding southward under an escort of an armed trawler between Morotai and Ruyhtas, central New Guinea. A force of the Ark Royal, Firefly and Scharf aircraft attacked with bombs and cannon fire. Three hits with bombs were obtained on the transport, which was last seen burning fiercely and in a sinking condition.

A large supply ship encountered off the northwest of Nias was raked with gunfire, and a small auxiliary vessel and two armed trawlers were attempted to be stopped. Jap ships were also targeted and set on fire. Other targets attacked included a medium-sized supply ship, a small supply ship and an armed trawler. These ships were damaged and left in flames.

In addition, oil tanks on the mainland were set on fire. No casualties or damage was sustained by His Majesty's ships or by aircraft that took part in these operations.

Moscow—communique—Our aerials attacked and destroyed the coast and cliffs of the smaller islands and barks area on Rota in the Marianaos on 30 November.

2 DECEMBER

U. S. Pacific Fleet Communiqué No. 195

Liberal Pest on the 2d Marine Aircraft Wing.

In the Carolines Islands on 28 November. No enemy resistance.

Liberal Pest of the 7th AAF dropped 5,734 tons of bombs on ships and installations at Iwo Jimu in the Volcanoos on 28 November. Four enemy fighters offered slight resistance. Some of our planes were damaged by antiaircraft fire.

Corsairs of the 2d Marine Aircraft Wing strafed the airfield and the landing fields on Marcus Island.

Bombers: Medium units sank a small freighter off the northeast coast. Night patrol planes scored hits on a large enemy vessel west of Mindoro.

 Yokosuka—communique—The fleet air arm of the 2d Marine Aircraft Wing is training Germany.

30 NOVEMBER

U. S. Pacific Fleet Communiqué No. 193

Between 20 October and 30 November, 201st Army division units killed 1,300 Japanese and captured 41 prisoners on the island of Peleliu in the Palau Group. Main points of resistance offered by these elements of the enemy garrison were the
A Catalina of Fleet Air Wing 2 bombed defense installations on Wake Island on 29 November, meeting no fire from antiaircraft fire.

Neutralizing raids on enemy bases in the South China Sea continued by aircraft of Fleet Air Wing 2 and the 4th Marine Air Wing on 28 and 30 November.

ADVANCED HEADQUARTERS ON LEXINGTON—Night patrol planes damaged a tanker and a small freighter at Cebu. ... Halahama: Our fighter-bombers and local ship units damaged Mitei ... Leather Suda: Patrol planes destroyed a coastal vessel at Flores Island.

CHUNGKING, 14th U.S.A.A.F. Command—The night of 1 December B-24s bombed installations at Saigon Bay on Union Island, Fort Bayard on Luchow Peninsula and the Kowloon docks at Hong Kong.

3 DECEMBER
ADVANCED HEADQUARTERS ON LEXINGTON—Light naval light units sank a 2,000-ton freighter off Sibuyan, sank two other vessels. ... Halahama: Air and naval combat carriers sometimes set fire to warehouses and attacked minor targets.

CHUNGKING, 14th U.S.A.A.F. Command—B-24s sank a large freighter to the north of Samar, sank two other vessels. ... Halahama: Air and naval units sank two large tankers, one 1,000-ton freighter off Bohol Island. ... Leather Suda: Patrol planes sank a tanker and seized a fuel barge at Sarangani Bay.

ROMO, naval air command—Ships of the Royal Navy and aircraft of the British Air Force hit the island of Luzon in the northern Adriatic on the morning of 3 December. The British destroyer Lamerton with an LCT opened up a heavy bombardment from the eastern end of the island. The destroyer Wilton closed in at short range. At the same time the destroyers Cromwell and Quaintock, with two MTBs, approached from the west and carried out a prolonged bombardment at close range. Meanwhile, the enemy fire and destroyed three explosive motor launches. Enemy aircraft were preparing to leave. A fourth boat probably was put out of action. All enemy targets were severely damaged.

CHUNGKING, 14th U.S.A.A.F. Command—B-24s sank a large freighter to the east of Shanghai on 4 December. They also sank two large tankers and damaged others. The Japanese crew was captured. They sank another was damaged by B-24s operating from Nairn in northern Scotland and four small freighters were sunk by Bombing and three fighters were damaged at Amoy airfield.

On the night of 5 December B-24s bombed the Kowloon docks at Hong Kong, installations at Fort Luchow Peninsula and Samah Bay on Hainan Island.

LONDON, Air Ministry communiqué—Yesterday afternoon aircraft of the RAF Coastal Command made successful attacks on enemy shipping off Norway. Mosquitoes sank or damaged merchant ships and two small vessels lying stationary one some distance from the other. Aircraft carrying bombs set fire to a medium-sized vessel in Orston Fjord.

DECEMBER
U.S. Pacific Fleet Communiqué No. 198

About 10 enemy twin-engined Betty bombers attacked installations on Saipan in the Marianas on 5 December. A few bombs were dropped on the islands, and antiaircraft attacks were made.

One Army Superfortress bomber was destroyed and two others were damaged. Casualties to personnel were one killed, one seriously wounded and a number of others slightly wounded.

Island and ship antiaircraft guns shot down five of the Betty aircraft.

Many-held islands in the Marshalls were bombed by aircraft of the 4th Marine Air Wing on 5 December as neutralization of those bases was continued.

ADVANCED HEADQUARTERS ON LEXINGTON—The 70th Division of the 15th Corps landed in Ormoc harbor in the enemy's rear. In an amphibious operation, with air cover and gunners ashore three miles south of Ormoc and a strong screen advancing northward.

A new enemy was attacked by fighter-bombers over Saipan on 3 December. No bombs were dropped. On 5 December one of the airstrips on Tinian was attacked by 7th AAF fighters and the aircraft was bombed by Marine fighters on 4 December.

An enemy bomber was shot down by fighter-bombers over Saipan on 1 December. One of the airstrips on Tinian was attacked by 7th AAF fighters on 4 December.

Our landing at Nauru, after our own landing at a heavy enemy resistance, consisting of four large transports carrying 1,500 enemy and seven destroyers and destructor escorts, were discovered approaching from...
8 DECEMBER

U. S. Pacific Fleet Communiqué No. 199

A heavy force of Liberators of the 7th AAF, commanded by Wing Commander G. F. Taylor, was attacked by Japanese fighter planes in the vicinity of the Volcanoes, on 7 December. Seven of the Pacific Fleet aircraft were damaged in the attack and one was downed. The enemy lost one of our medium-sized cargo ships. The crew and passengers were rescued.

U. S. Pacific Fleet Communiqué No. 200

The action of the 2nd Marine Aircraft Wing near Mindanao, on 7 December, was by command of Lt. Gen. Millard F. Harmon, who has recently been signed to command the Strategic Air Force, Pacific Area. It will be described in a separate report. The only action described in this report was the action of the Liberators in the vicinity of the Volcanoes, on 7 December.

9 DECEMBER

U. S. Pacific Fleet Communiqué No. 201

Naval search plane of Fleet Air Wing 4 on 7 December bombed air strip installations and small gun emplacements on Hondo Island. Bombs lifted from ships damaged in the area.

10 DECEMBER

Advanced Headquarters on Leyte

Liberators of the 4th Divisions attacked enemy-held bases in the Philippines on 10 December. One Liberator was lost in the Philippines vicinity.

11 DECEMBER

U. S. Pacific Fleet Communiqué No. 202

Liberators of the 7th AAF bombed air strip installations on Iwo Jima in the Volcanoes and on 9 December. They damaged two Japanese fighters and one Japanese tank.

12 DECEMBER

U. S. Pacific Fleet Communiqué No. 203

One of the 11th AAF bombers on 12 December attacked a Japanese fighter plane. The plane was destroyed in the air.

13 DECEMBER

Advanced Headquarters on Leyte

Three small enemy ships loaded with troops attempted to land on Okinawa Island. They were strafed by our Liberty ships and damaged in the area.

14 DECEMBER

U. S. Pacific Fleet Communiqué No. 204

1. Carrier-based aircraft of the Pacific Air Force, during the period of 12 December 1944, bombarded installations in and around Hondo Island. In addition, air and ground forces operated in the area. The bombing resulted in the destruction of enemy installations.

2. Bombers of the 11th AAF, during the period of 12 December 1944, bombarded installations in and around Hondo Island. In addition, air and ground forces operated in the area. The bombing resulted in the destruction of enemy installations.

3. Mitchell aircraft of the 2nd Marine Aircraft Wing on 12 December strafed Japanese positions on Hondo Island. The Japanese positions were destroyed.

4. Bombers of the 11th AAF, during the period of 12 December 1944, bombarded installations in and around Hondo Island. In addition, air and ground forces operated in the area. The bombing resulted in the destruction of enemy installations.

5. Enemy installations on Paracel and Rota in the Marianas were bombed by
fighters of the 2d Marine Aircraft Wing on 12 December.

6. Marine fighters strafed supply areas and landed on Beidahu in the Palau and bombed an airfield on Yap on 11 December.

7. Navy search planes of Fleet Air Wing 14 attacked a Japanese convoy of merchant vessels and an aircraft on fire in a bombing attack on Wake Island on 12 December.

8. Fighters and divebombers of the 4th Marine Aircraft Wing continued their neutralizing attacks on Japanese merchant vessels on the Marshallas on 11 and 12 December.

ADVANCED HEADQUARTERS ON LETTE—Liberators by day destroy two 1,000-ton freighters in the Volga on 12 December. Four fighters and three B-24s of the 494th Bombardment Group destroyed two 1,000-ton freighters in the Volga River on 12 December.

In the afternoon, B-24s of the 494th Bombardment Group attacked Japanese merchant vessels off the east coast of the Philippines.

ADVANCED HEADQUARTERS ON LETTE—Liberators of the 32d Bomber Command bomb the city of Tokyo on 12 December. Liberators of the 32d Bomber Command bomb the city of Tokyo on 12 December.

In the afternoon, B-24s of the 494th Bombardment Group attacked Japanese merchant vessels off the east coast of the Philippines.

ADVANCED HEADQUARTERS ON LETTE—Liberators of the 32d Bomber Command bomb the city of Tokyo on 12 December. Liberators of the 32d Bomber Command bomb the city of Tokyo on 12 December.

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High Security Classifications Retained on Findings and Opinion of Pearl Harbor Court of Inquiry

The following statement was issued by the Navy Department on 1 Dec 1944.

Public Law No. 339, 78th Congress, approved 13 June 1944, directed the Secretary of War and the Secretary of the Navy, severally, to proceed forthwith with an investigation into the facts surrounding the Pearl Harbor catastrophe, and to commence such proceedings against such persons as the facts might justify.

A court of inquiry, consisting of Admiral Orin G. Murfin, USN, (Ret), Admiral Edward C. Kalbfus, USN, (Ret), Admiral John Adams Andrews, USN, (Ret), with Comdr. Harold Biesemier, USN, as judge advocate, was appointed on 13 July 1944, to investigate the circumstances surrounding the Pearl Harbor attack made by Japanese forces on Pearl Harbor, Territory of Hawaii, on 7 Dec. 1941; to inquire thoroughly into the matter, and to include in its findings a full statement of the facts it might deem to be established. The court was further directed to state its opinion as to whether any offenders were committed or serious blame incurred on the part of any person or persons in the naval service, and, in case its opinion was that offenders had been committed or serious blame incurred, to recommend specifically what further proceedings should be had.

The court of inquiry commenced its proceedings on 31 July 1944, and submitted the record of its proceedings on 20 Oct. 1944. During its investigation, the court took the testimony of 39 witnesses, and received 77 exhibits. Certain portions of the record of proceedings before the court, including the findings and opinion of the court, have been classified "Top secret" and the balance "Secret."

By letter dated 21 Oct. 1944, the Secretary of the Navy requested the Commander in Chief, U. S. Fleet, and Chief of Naval Operations to advise as to how much of the records of the Pearl Harbor Court of Inquiry bear such a relation to present military operations as to require high security classifications.

The Commander in Chief, U. S. Fleet, and Chief of Naval Operations advised, in a letter dated 3 Nov. 1944, that a substantial part of the records of the Pearl Harbor Court of Inquiry bears such a relation to the national security and to current military operations as to make it essential that the information be not revealed publicly.

After thorough review of the record of proceedings of the Pearl Harbor Court of Inquiry, the Secretary of War and the Secretary of the Navy, concur with the views of the Commander in Chief, U. S. Fleet, and Chief of Naval Operations, as expressed in his letter of 3 Nov. 1944, and accordingly have directed that in the best interests of the present and future military operations of the United States, the existing "Top secret" and "Secret" classifications of the record must be continued. The record of the court will not be made public while the war is in progress.

The net result of the findings of fact and opinion of the Pearl Harbor Naval Court of Inquiry, as reviewed by the Judge Advocate General of the Navy, the Commander in Chief, U. S. Fleet, and Chief of Naval Operations, and by the Secretary of the Navy, is that the evidence now available does not warrant and will not support the trial by general court martial of any person or persons in the naval service. The Secretary in his findings upon the evidence before the court of inquiry and all the other proceedings in the matter to date, has found that there were no grounds for the trial of certain officers in the naval service, both at Pearl Harbor and at Washington.

The Secretary is not satisfied that the investigation has been carried to the point of exhaustion of all possible evidence. Accordingly, he has decided that his own investigation should be further continued until the testimony of every witness in possession of material data can be obtained and all possible evidence exhausted. Some of the testimony will be much delayed because certain witnesses who are actively engaged in combat against the enemy are not available and will not be available within the foreseeable future. The present decision of the Secretary will be reviewed when the investigation has been finally completed in the light of the evidence then at hand.

The Secretary makes this personal statement: "In reaching the above conclusions and decisions I am fully mindful of the wide and legitimate public interest in the Pearl Harbor attack. However, there is one consideration which is paramount to all others and that is: What will best serve the continued successful prosecution of the war? The actions I have taken in my judgment, are taken in the light of that consideration, and I am responsible for them."
School Credit

Continued from page 18)

sufficient credit to win their university degrees. As in the case of high schools, the colleges likewise recommended other forms for men and women who still lacked sufficient credit for degrees.

So that personnel may take advantage of the accreditation program, details of which were announced in BuPers Circ. Ltr. 344 (NDB, Nov., 1944, 44-1323), USAPI Form 47 has been provided. This application blank, which is filled out by the individual requesting credit, is certified by an officer appointed by the CO. The certifying officer then mails the application to the school designated by the applicant. It is later returned by the school with information showing accreditation action taken and may have recommendations for additional courses to be taken. Copies of this form may be obtained from the Educational Services Officer at stations and from the executive officer on ships or by writing to BuPers, attention of Educational Services Section, Headquarters, Madison, Wisconsin, or USAPI branches.

Help On Jobs

Personnel who wish to keep former or prospective employers advised of their training and experience gained while in the service may use the same form.

In addition to this form, a further aid is presented personnel on discharge or release from the service. This form, Notice of Separation from the U.S. Naval Service, NavPers 558, described in BuPers Circ. Ltr. 271-44 (NDB, 15 September 1944, 44-1077), when filled in, includes a concise statement of the length and nature of service and of experience, training and education which the man or woman gained while in the service. This notice will be given as a form which will contain a complete description of the ratings held and an analysis of the jobs or billets filled while in the service. It is felt that such information will assist discharged personnel in getting good civilian jobs for which they are qualified.

On page 19 are some representatives samples, taken from the American Council on Education handbook, of the amount and type of credit which the council recommends that schools grant for service training. Studies are now being made in the evaluation of Navy training courses used for advancement in rating, Educational Services officer-duty classes, USAPI correspondence courses, and self-teaching courses, and other subjects taught in armed forces service schools. As studies are completed by the committees appointed by the council, recommended credits will be published in the handbook.

Personal interested in information concerning the amount of credit which has been recommended for courses which they have had or wish to take may consult their educational services officer, who will also assist in making applications for accreditation or in filling out forms submitted to former or prospective employers.

MONTH'S ALNAVs IN BRIEF

No. 206.—Sets visual requirement at 12/20 in each eye (correctible to 20/20), for transfer of commissioned and warrant reserve line officers from special service to general service classification and physical qualifications for such transfer do not apply to staff corps and naval aviators.

No. 207.—Deals with submission and suspension of battle reports required in Navy Regulations, Arts. 948 and 712.

No. 208.—Deals with transportation and sale of beer and ale and forbids consumption or sale on any naval vessel.


No. 210.—Deals with preparation of the Rateon Record, S. & A. Form 45, for supervisor of disciplinary commission, 31 Dec. 1944 and sets maximum amount of unused allowance to be carried forward to third quarter.

No. 211.—Reduces extra war risk rate for members of Navy Mutual Aid Association, and provides for continuation of present extra hazardous duty rate for aviation and submarine members through 1945.

No. 212.—Cancels Alnav 171-44 (NDB, 15 Sept. 1944, 44-1088) which requested the payment of claims to officers for School of Military Government.

No. 213.—Suspends all EFM cable service, except for emergency messages, between 6 and 26 Dec. 1944.

No. 214.—Provides for additional entries to be made on Form FA Card (individual statistical report of patients) and on health record. Marine Reserve.

No. 215—States that, to reduce duplication, Division Commanders may submit composite action reports where practical for ships in division.

No. 216—Announces appointment to next higher rank, to rank from 1 Dec. 1944, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within 2 Aug. 1945 and 1 Sept. 1945 inclusive, and of those warrant officers of Naval Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 217—Announces appointment to chief warrant officer for temporary service, to rank from 1 Dec. 1944, of those warrant officers on active list of regular Navy whose dates of rank are within the period of 2 Aug. 1945 to 1 Sept. 1945 inclusive, and of those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 218—Calls for applications to reach BuPers not later than 1 March 1946 from reserve and temporary officers and warrant Naval officers, classes 1940 to 1945, inclusive, for year's training in applied communications.

Candidates should have completed mathematics through calculus, must not be under 27 years of age as of 30 July 1945, have at least one year's sea duty as of 1 Feb. 1945, meet physical requirements of general line officer of navy and have radio and telephone communications duty to indicate suitability for further training.

No. 219—Authorizes disbursing officer of NTCs, midshipmen schools and naval air stations to continue pay records opened for men enlisting or reporting for active duty from civil life, appointed midshipmen or commissioned between 31 and 31 December, inclusive, and states that such records shall not be closed 31 December when subsequently received by other disbursing officers.

No. 220—States procedure for disbursing officers to follow in making current credits and checkages on pay records prior to closing on 31 December.

No. 221—States that advance paymenis for persons reported as missing or captured by enemy, and later returned to naval jurisdiction, shall not exceed three months' full pay and no action is pending receipt of full information from Bu& A toward crediting unpaid balance or registering, entering or charging allowances or family allowances; sets forth procedure to follow in opening temporary casualty pay records for survivors, current casualties and individual who were returned from missing status of less than 90 days duration.

No. 222—Puts periodic fitness reports for officers of the Navy (not Marine Corps and Coast Guard) on semi-annual schedule.

No. 223—Commends the naval ser- vice for success of 17 December extra war bond drive, in which purchases by Navy personnel totaled $61,424,720 as compared with $283,629,164 during similar period in 1945 and $47,543,122 during Independence Day 1944; announces that forces aboard tripped purchases during 1944 and that approximately one billion dollars have been saved and returned to missing status.

No. 224—Praises Navy Unit Commendation (see page 75).

ANSWERS TO QUIZ ON PAGE 35

1. Revenue Cutter and Life Saving.  
3. (c).  
4. (b).  
5. (b).  
6. The one on the left, which is Japanese. The one on the right is Dutch.  
7. (a) of storage barge, (b) survey ship, (c) aircraft repair ship.  
8. Seven.  
9. (a) the platform leading from ship to dock, (b) a strip of metal above a port- hole, or the bottom of (c) the extreme forward part of a ship.  
10. True: Leyte is 1,779 square miles, Rhode Island 1,714.  
11. If, Sails. Tokyo is 1,266 air-naut- ial miles from Saipan, 1,851 from Reklis.  
12. All except St. Nazaire.  
13. (b) Watertuntu, Tinian, Moro- tal, Angaur, Leyte.  
14. Submitted to former or prospective employers.  
15. False.
Unit Citation Awarded to Four Subs, Two LCTs and Marine Division

Four submarines, two tank landing craft and the 4th Marine Division, Reinforced, have received Presidential Unit Citations for outstanding performance in combat.

These included the second award to the USN Officer, cited for her bold raid on Japanese shipping during her eighth war patrol. She struck fiercely at combatant units and heavily escorted convoys and inflicted severe damage on important vessels sunk or damaged.

The USN Tug was cited for distinguished service during her first three war patrols in Japanese-controlled waters. Besides sinking thousands of tons of enemy shipping, she braved treacherous reefs off the coast of an enemy stronghold to rescue 22 naval aviators in seven pick-ups within close range of hostile shore batteries.

The citation was awarded to the USN Basher for striking hard at heavily escorted Japanese convoys during her first, fourth, third and fifth war patrols. In bold defiance of watchful and aggressive enemy air patrols she penetrated deep into forward areas, inflicting tremendous losses in thousands of tons of valuable shipping sunk or damaged.

The fourth submarine, the USN Silverides, was cited for daring tactics in the face of particularly hazardous conditions during her fourth, fifth, seventh and tenth war patrols in Japanese-controlled waters. In audacious defense of her heavy enemy escorts and air opposition, she struck repeatedly at every quarter with devastating results to the Japanese, destroying 24 ships and damaging 12.

Defying enemy artillery and machine-gun fire, the LCT(5) 30 went through mined waters off the coast of Normandy, ramming and breaching enemy-placed obstacles at full speed to clear a channel for the assault waves standing on shore. She boldly fought it out with enemy shore guns and, by her gallant example, inspired the remaining craft to follow with their vehicles and men.

The LCT(5) 540 was rocked by blasts from German 88-mm. cannon as she approached the Normandy beach, her gun turret struck, fires blazing around her officer-in-charge killed eight of her men casualties. She hit the beach on schedule and operated 24 hours a day until 9 June, beaching her cargo while under fire and returning repeatedly to place equipment, supplies and troops ashore.

Valiantly storming the fortifications of Saipan, the LCT(6) 540, the 4th Marine Division, Reinforced, blasted the stubborn defenses of the enemy in an unceasing advance over perilously rugged terrain. Despite heavy casualties, it pursued the Japanese for 25 days, crushing all resistance in its zone of action. After a brief rest the division built up full fighting power against the narrow beaches of Tinian on 24 July. Unchecked by natural obstacles or hostile fire, it swept Japanese forces before it and raged all opposition within eight days.

Sub CO Wins 3 Navy Crosses

For extraordinary heroism as commanding officer of a submarine which sank nine Japanese ships, damaged three, and probably sank another and sank an additional 18,000 tons of enemy shipping, Comdr. John S. Coye Jr., USN, Worcester, Mass., has been awarded the Navy Cross and two gold stars in lieu of a second and third.

His ship, the USN Silverides, recently received the Presidential Unit Citation (see first column).

The first Navy Cross was awarded to Commander Coye for courageously and repeatedly delivering skilful torpedo attacks on two occasions, sinking four enemy vessels and probably sinking another. His attack on a heavily escorted convoy resulted in the sinking of shipping totaling over 15,000 tons and a second award. He received the third Navy Cross for torpedo attacks which sank five enemy ships totaling 25,000 tons and damaged three others totaling 18,000 tons.

British Honor 5 Officers

landing craft was sunk. Completely unmindful of his own danger, he labored under terrific enemy fire with such meager supplies as he was able to salvage from the dead and wounded. He assumed command of all medical work on an additional beach when it was determined that the officer-in-charge was missing in action, and skillfully covered two beaches without relief until the afternoon of D-day plus-two.

- Lieut. William E. Peterson Jr., USNR, Burlington, Vt.: As commanding officer of an LST in the Southwest Pacific, he opened up a barrage of accurate anti-aircraft fire when Jap dive-bombers attacked at 600 feet, and sent two planes crashing in flames. When a direct bomb hit started fires in ammunition and gasoline compartments and wounded many members of the crew, he calmly organized fire and rescue parties. His presence of mind and devotion to duty undoubtedly saved his ship and the lives of many members of his crew.

- Lieut. Charles S. Potter, USNR, New York, N.Y.: Although wounded by enemy shell fire during the assault on Normandy, he refused to be hospitalized. When all personnel had been ordered to take cover, he fearlessly exposed himself in order to direct incoming assault waves to successful landings.

- Lt. (jg) Grant G. Andreasen, USNR, Homer, Idaho: As scout boat officer during the invasion of Normandy, he succeeded in the highly important mission of locating the beaches to be assaulted and went in close to the beach to act as a guide for the approaching wave of DD tanks. From an advanced position he fired rockets from his craft at target objectives and rendered close fire support to the infantry assault waves. Later he rescued wounded personnel from burning landing craft under heavy enemy fire and carried them to safety.

- Lt. (jg) Stuart L. Brandel, USNR, Los Angeles, Calif.: As a naval gunfire liaison officer during the invasion of France he established radio communication with a cruiser when his boat was twice driven off in attempting to land and was thus able to fire several effective missions at a critical juncture. After landing he took over the duties of his seriously wounded forward observer and called for and adjusted fire which was of marked effect on enemy positions.

- Lt. (jg) John R. Cox Jr., USNR, Los Angeles, Calif.: As executive officer of the YMS 25 during minesweeping operations in support of the invasion of southern France, he took charge when his commanding officer became a casualty and labored to save his ship after her bow had been blown off by a mine. Failing in this, he directed the removal of the wounded and risked his life by entering every compartment in search of missing or trapped men. When another mine exploded under the stern of one of the rescue vessels alongside, he jumped into the water between the two foundering craft and rescued a critically injured man who was in danger of drowning.

- Lt. (jg) William M. Jenkins, USNR, Everett, Wash.: As officer-in-charge
of a naval combat demolition unit during the invasion of Normandy, he and his crew accomplished the difficult task of blowing a 50-yard gap in beach obstacles despite the fact that the ship on which he was assigned sank prior to 0230. When the party's COPO was killed while preparing a demolition charge, he completed the mission and personally placed a number of charges.

Lt. (jg) Kenneth S. Norton, USNR, Oberlin, Kans.: As a naval gunfire liaison officer in the assault on Normandy, he landed with the first wave of assaulting forces and was one of the first up the cliffs at Pointe du Hoc. When the riflemen were surrounded by enemy troops in superior numbers, he called for and adjusted fire in great volume at marked accuracy. Without this accurate fire the riflemen probably could not have survived. He was wounded on the evening of D day but continued his efforts and, after being treated on the USS Texas, returned to the battlefield and resumed his duties.

Lt. (jg) John R. Rock, USNR, San Francisco, Calif.: Observing that another LCT(5) was in a sinking condition during the invasion of France, with the officer-in-charge severely wounded, he left his own ship to command his assistant and boarded the sinking craft. He successfully beached the stricken LCT(5) and discharged its load. When it was completely disabled by enemy shells, he swam ashore for medical assistance, despite the handicap of a broken arm.

Ens. Lawrence S. Karwowski, (CFC) USNR, Lawrence, Kans.: As officer-in-charge of a naval combat demolition unit during the invasion of Normandy, he succeeded in clearing a 50-yard gap through enemy beach obstacles under heavy artillery and rifle fire. He exposed himself to enemy fire to rescue a wounded member of his crew who was in danger of drowning in the rising tide. Time after time he returned alone to place charges to widen the gap after the rest of his crew had been killed or wounded.

Ens. William L. Wilhoit, USNR, Alameda, Calif.: During the first moments of the assault on Normandy when nine shattering blasts from German 88-mm. cannon crippled his ship, he killed his officer-in-charge and injured seven crewmen, assumed command of the LCT(6) 230. Despite his extreme youth and lack of combat experience, he maneuvered the now unwieldy craft toward the beach through obstacles and mines. During the ensuing four days he carried on in the repeated landing of equipment, stores, and troops, inspiring his crew to supreme effort.

Loran E. Barbour, ACOM, USNR, Vallejo, Calif.: In command of a naval demolition unit during the invasion of Normandy, he showed exceptional bravery, leadership and initiative in placing of charges and the blowing of a 50-yard gap in enemy beach obstacles. Although severely wounded, he calmly directed the marking of the gap through which troops could be landed, and later supervised the evacuation of casualties.

**John H. Line, CM2c, USNR, Harrisburg, Pa.: As a member of a naval demolition unit during the invasion of Normandy, he landed on the beach at 1830 hours plus-3 minutes and assisted in blowing a 50-yard gap in the obstacles on the beach. Although half of the crew were killed before the mission was completed, he carried on in the face of heavy gunfire. Later, he directed infantry through the gap and exposed himself on numerous occasions while administering to and removing wounded personnel to places of safety.**

Frederick L. Erickson, Cox., USNR, Des Moines, Iowa: While serving as helmsman in an LST during operations against LST on 4 Sept. 1943, he was severely wounded by the impact of a direct bomb hit which blew him out of the pilot house. Upon recovering consciousness he returned to his battle station, and, despite acute pain and waning strength, gamely endeavored to hold the stricken ship on her course until he was relieved by one of his shipmates.

**Gold Star in Lieu of Second DISTINGUISHED SERVICE MEDAL**

**Rear Admiral Richard L. Conolly, USN, Waukegan, Ill.: As a group commander of the amphibious forces of the Pacific Fleet, he brought the officers, men and ships of his command to a high state of combat readiness in preparation for our island of Guam. He led the determined armada into dangerous, enemy-controlled waters where he unleashed the full power of his force in a furious onslaught that crushed the enemy's fanatical resistance and annihilated the objective in a minimum of time.**

**Rear Admiral Harry W. Hill, USN, Washington, D. C.: As a group commander of the amphibious forces of the Pacific Fleet and second in command of the Saipan attack force, he personally supervised the ship-to-shore operations of assault and garrison-vehicle forces with excellent control. Following the Saipan invasion, he was placed in full command of the Tinian attack force, and skillfully coordinated his units for a furious onslaught which crushed the enemy in a minimum time despite extremely unfavorable weather toward the end of hostilities.**

**Rear Admiral Spencer S. Lewis, USN, Calvert, Tex.: As commander of a naval task force prior to and during the invasion of southern France, he exercised sound judgment and keen foresight in planning the invasion operations. By the effective organization of these invasion operations, he assisted in enforcing the early capitulation of the strategic ports of Tolun and Marseilles.**

**Rear Admiral Alfred E. Montgomery, USN, Norfolk, Va.: As commander of a task group of carriers and screening vessels in operation against Japanese forces from March through June 1944, he enabled his aircraft to inflict great damage on enemy shipping and shore installations at Palau, Marcus and Wake Islands and at Scotland Island. His task group participated in the battle for the Mariana, contributing in large measure to the overwhelming destruction of enemy air and sea resistance and the crippling of important units of the Japanese fleet.**

**Rear Admiral John W. Reeves Jr., USN, Coronado, Calif.: As commander of a task group of carriers and screening vessels in operation in the Pacific from March through June 1944 equipped with brilliant tactical skill and exceptional foresight he enabled his intrepid flyers to attack hostile shipping and shore installations at Palau, Yap and Woleai with exceptional success. In the battle for the Marianas his superbly coordinated forces contributed in large measure to overwhelming destruction of enemy air resistance and the crippling of important units of the Japanese fleet.**
Distinguished Service Medal

★ Vice Admiral Willis A. Lee Jr., USN, Oewton, Ky.: As Commander, Battleships, Pacific Fleet, and Commanders of a task group operating against shore installations in the Philippines from April through June 1944 he skillfully maneuvered his ships to form a screen for our carrier units throughout numerous engagements. He directed the bombardment and shore installations at Ponape and Saipan. On 19 June when our task force was subjected to a full scale attack by Japanese carrier-based aircraft, he directed the movements of his ships for maximum effectiveness.

★ Vice Admiral Alexander Sharp, USN, Welcome, Md.: As Commander of a battleship division and Commander of a major task force in the Atlantic from November 1941 to October 1944, he discharged his responsibilities of command with splendid success and consistently maintained his forces in a high state of combat efficiency. As Commander, Service Force, he furnished effective logistic support to forces against the Mediterranean and eastern Atlantic and for outlying bases in the Atlantic and European theaters.

★ Rear Admiral Joseph J. Clark, USN, Jacksonville, Fla.: As Commander of a task group of carriers and screening vessels in the Pacific area from April through June 1944 he rendered invaluable assistance in our landing forces in the invasion of Hollandia and later, at Truk, helped to neutralize shore installations and planes. He contributed in large measure to our victories during the battle of the Marinas and attack on the Bonin Islands.

★ Rear Admiral William M. Fechter, USN, Springfield, Va.: Directing landing operations at Los Negros, Humboldt Bay, Biak, New Guinea Islands, and Cape Sansapor, he formulated his plans and applied them which proved of inestimable value, particularly on occasions when major landing activities required sudden changes. His cooperation with Army and Air Force commands was largely responsible for the execution of precisely timed operations over wide areas.

★ Rear Admiral Frank J. Lowry, USN, Cresco, Iowa: As commander of a task force prior to and during the invasion of southern France he led an Allied task force to the assault area and directed landing of assault troops, supplies and mechanized equipment of the Allied Armies. The effective organization of maintenance activities under his inspiring command facilitated the landing of follow-up French divisions and the early capture of Toulon and Marseilles.

★ Rear Admiral Bertram J. Rodgers, USN, Pittsburgh, Pa.: As commander of a naval task force prior to and during the invasion of southern France, he achieved brilliant success in the landing of assault troops, supplies and mechanized equipment of the 7th Army. His expert direction of unloading operations of convoys were contributing factors in sustaining the rapid advance of our ground forces into enemy-held territory.

★ Rear Admiral Ernest G. Small, USN, Great Falls, Mont.: As commander of the cruisers of a fast carrier task group during operations against the Gilberts, he provided decisive support for our amphibious operations at Tarawa and Abemama. Handicapped by limited forces and with but little air support in our assault on the Marshall Islands, he succeeded in neutralizing important Japanese bases at Wotje and Maloelap. He worked tirelessly during the powerful carrier strike against Palau, Yap and Woleai on 23-30 March and 1 March 1944.

★ Capt. Daniel V. Gallery Jr., USN, Vienna, Va.: As commander of an Atlantic Fleet anti-submarine task group he selected the most strategic localities for his searches during a period of restricted submarine activity. Maintaining the group in a state of alert preparedness for combat, he directed the operations successfully and with brilliant initiative, inflicting tremendous damage on hostile vessels.

Gold Star in Lieu of Second
LEGION OF MERIT

★ Rear Admiral John L. Hall Jr., USN, Williamsburg, Va.: As Commander of a naval task force prior to and during the invasion of Italy he exercised profound skill, sound judgment and great resourcefulness in directing the diverse naval and combined operations which culminated in the successful assault on the west coast of Italy.

★ Capt. (then Comdr.) Edward R. Durgin, USN, Middle Haddam, Conn.: As commander of a U.S. destroyer squadron during the invasion of Italy he skillfully disposed the ships under his command to assist in providing a screen for a major task force. He displayed keen and expert tactical knowledge in the face of heavy enemy opposition.

★ Capt. Lorenzo S. Sabin Jr., USN, Dallas, Tex.: Charged with organizing and training the gunfire support for an amphibious force during the invasion of Normandy, he carried out the vital tasks with efficiency and led a convoy of 250 small craft to the Normandy coast under severe enemy fire. Later, without previous experience, he was responsible for the establishment of a naval base on the French coast.

★ Capt. Leo B. Schulten, USN, Helena, Mont.: As commander of an assault group during the invasion of North Africa, he bore the brunt of heavy artillery fire as he transported and landed his force at determined stations and successfully effected their area. His commanded excellent seaman ship and conducted complex operation undertaken in darkness and in an adverse sea.

★ Capt. Rupert M. Zimmerman, USN, Portland, Me.: As commander of the assault section of a major task force during the invasion of Italy he skillfully directed the movements of approximately eighty landing craft. Subsequently to the assault his task group maintained the British 46th Division over the beaches for more than two weeks.

★ Lt. Comdr. Crittenden B. Taylor, USN, Lima, Ohio: As commander of the U.S. minesweepers attached to the task force, he directed the unloading of a minesweeping craft. During the invasion of Italy he displayed exceptional seamanship and superb skill. He ma-
neuered the vessels under his command through dangerous enemy minefields, except a clear path for our landing craft, enabling them to arrive at the transport area without loss from enemy mines.

**LEGION OF MERIT**

★ Rear Admiral Theodore E. Chandler, USN, Washington, D. C.: As Commander All Forces, Aruba-Cura-\-cao, from 1941 to July 1944, he exercised sound judgment and initiative in carrying out his many and varied tasks. He was largely responsible for the cooperative employment of U. S. and Netherlands naval and air forces in waging vigorous and effective warfare on enemy submarines. He displayed marked diplomatic ability in his contacts with Netherlands and Venezuelan civilian and military officials.

★ Rear Admiral Morton L. Deyo, USN, Kittery Point, Me.: As commander of the gunfire support group of Assault Force "U" during the invasion of Normandy in June 1944, he directed his forces and, by effective fire, contributed to the successful landings of the 1st U. S. Army in the Madeleine area. On 25 June the warships under his command blunted enemy strong points in the vicinity of Cherbourg.

★ Rear Admiral (then Capt.) Paul Hendren, USN, Chapel Hill, N. C.: As commanding officer of the USS *Philadelphia* during the assault on Sicily, he skillfully maneuvered his ship into striking position and, within close range, brought to bear under intermittent air attack, directed the bombardment of machine-gun nests and artillery emplacements, providing effective support for the initial landing and rapid advance inland of our troops.

★ Rear Admiral James C. Jones Jr., USN, Huntsville, Ala.: As chief of staff to Commander Southwest Pacific Force and deputy commander of Allied naval forces in the Southwest Pacific Area from February 1942 to November 1943, he directed invaluable assistance to his force commanders, strengthened Allied relationships and coordinated U. S. naval forces with associated services. His foresighted planning contributed materially to the success of our campaign in this area.

★ Commodore James E. Box, USN, Hughesville, Pa.: As commanding officer of a major advanced base from 1 Feb. to 1 Nov. 1943, he organized and developed this base to such a high degree that it became an important unit for the servicing and repair of all types of ships, a major operating base for the fleet and a supply depot for the forward areas.

★ Commodore Thomas S. Coombs, USN, Lamar, Mo.: As Commander U. S. Naval Aircraft, 7th Fleet, he was an inspiring and dynamic leader. Utilizing a very small force of slow-flying aircraft, he developed new methods of attack procedure. His command made devastating attacks on Japanese land installations, warships and auxiliary vessels and dissipated the enemy's resources at a crucial time.

★ Commodore Charles M. Yates, USN, Vallejo, Calif.: As Commandant, NOB, Oran, prior to and during World War II, he efficiently reorganized various base units to serve and maintain forces afloat. By his tact, cooperation and ingenuity, he established an amicable relationship with Allied authorities and coordinated the combined efforts of port facilities toward full support of the forces participating in the two amphibious operations.

★ Capt. Archie A. Antrim, (SC) USN, Charleston, S. C.: As force supply officer of Service Force, South Pacific Force, from November 1942 to October 1943, he cooperated closely with the general purchasing agent of the Army in Australia and organized a naval supply system with depots in principal Australian ports. He ably directed and administered the purchase, storage and issue of materials required by the fleet.

★ Capt. Robert F. Batchelder, (SC) USN, Worcester, Mass.: As force supply officer, Western Naval Task Force, he planned for and provided for the necessary supplies during the invasion of Normandy and devotion to duty contributed immeasurably to the success of the Normandy campaign.

★ Capt. George W. Bauernschmidt, (SC) USN, Moncton, Md.: As supply officer in command of the naval supply depot at Oran, prior to and during the invasions of Sicily and the Italian mainland, he exercised keen judgment and professional knowledge in organizing the supply depot as a unit of the operating base and in rendering vital and effective support to the participating units.

★ Capt. (then Comdr.) Robert C. Bell, USN, San Francisco, Calif.: As office in charge of forces at NOB, Oran, prior to and during the invasions of Sicily and the Italian mainland he effectively coordinated the operations of facilities with local shops and floating dry docks controlled by Allied authorities. His thorough engineering knowledge and forceful leadership made possible the rendezvous of many ships in combat.

★ Capt. Edmund E. Brady Jr., USN, Washington, D. C.: As naval attaché for air at Rio de Janeiro, Brazil, from 14 Nov. 1941 to 28 Sept. 1942, he was tactful and effective in his diplomatic relations with Brazilian officials and obtained complete and whole-hearted cooperation between the Brazilian and U. S. armed forces, thereby contributing to the success of our operations against the enemy in the South Atlantic.

★ Capt. Grayson B. Carter, USN, San Diego, Calif.: As commander of a tractor group in South and Central Pacific waters during June and July 1944, he brought his tractor group to a high state of efficiency so that landings on an enemy-held island were made on schedule by a Marine division and the beaches quickly captured.

★ Capt. Charles J. Cater, USN, Anni-\-tona, Ala.: As aide and flag secretary from 3 February to 1 Oct. 1943, he rendered invaluable service in the preparation of orders and policies relative to the organization of the Atlantic Fleet for convoy escort and antiship submarine warfare. He also helped plan the Atlantic Fleet's participation in the occupation of Morocco and Sicily.

### U. S. Navy Decorates Five Allied Officers

The Legion of Merit (Degree of Chief Commander) has been awarded to Rear Admiral V. A. C. Crutchley, V.C., D.S.C., RN, for exceptionally meritorious services as commander of a convoy. Two other officers of the Royal Navy and two pilots of the Royal Australian Air Force have also been decorated respectively.

Rear Admiral Crutchley welded Australian and American forces into a powerful fighting force which bombarded numerous enemy shore positions and provided effective support to invasions of Japanese strongholds yfel to the reconquest of northern New Guinea.

Lt. Comdr. A. F. Collett, D.S.O., RN, was awarded the Legion of Merit (Degree of Commander) for meritorious conduct as commanding officer of submarine during a joint U. S. and British attack against a Japanese-held island in the southwest Pacific. At the risk of losing his life, he steered a submarine 15 miles on the surface, braving repeated and accurate fire from large coastal defense guns, to rescue an Army pilot who had landed in the water.

The Bronze Star Medal was awarded to Lieut. N. Ashton, RN, who, as hydrographer attached to the U. S. Naval salvage Force, mapped obstructions in the channels and in approaches to berths throughout the harbor of Naples and her satellite harbors. He rendered invaluable support to operations conducted with the U. S. Navy on 22-25 Feb. 1944, Wing Commander William K. Bolitho, RAAF, and Acting Squadron Leader Denis K. Lawrence, RAAF, were awarded the Distinguished Flying Cross. Flying his slow, highly vulnerable plane 2,000 miles over enemy-protected territory during operations conducted with the U. S. Navy on 22-25 Feb. 1944, Wing Commander Bolitho made accurate runs on the target at perilously low altitude in the face of intense antiaircraft fire. During operations on 14 and 16 Jan. 1944, Acting Squadron Leader Lawrence flew approximately 1,800 miles, much of the distance in daylight, to make accurate runs on the target in the face of intense antiaircraft fire from hostile shore installations and armed ships. By superb airmanship and indomitable courage, they contributed in large measure to the uniform success of vital operations.
of resupply to both of these landing points on New Guinea. He was responsible for the prompt execution of assignments by his task force which contributed to the success of our operations in this area.

**Capt. Charles J. Moore, USN, Washington, D. C.:** As chief of staff to the Commander 5th Fleet from August 1943 to September 1944, he supervised the planning and execution of operations against the Japanese in the Gilbert, Marshall and Marianas Islands. He contributed in large measure to the capture of these vital positions and the decisive defeat of enemy fleet units in the Battle of the Philippine Sea.

**Capt. Edmund M. Ragsdale, USN, Piedmont, Calif.:** As repair officer at our Casablanca and Palermo naval operating bases, he planned and supervised temporary repairs to the badly damaged USS Hambleton with extremely limited facilities. He perfected methods of fitting out landing ships for side stowage and of launching pontoon causeways to facilitate unloading on beaches, and also operated a captured shipyard for the maintenance of vital advance naval units.

**Capt. (then Comdr.) Alfred H. Richards, USN, Columbus, Ohio:** As commander of a sweeper group during the invasion of Italy, he successfully swept the approach channels and transport area for the passage of vessels of a major task force. The ships under his command then swept additional channels to the beaches for transports, landing craft and fire-support groups despite the constant danger from hostile mines and aircraft.

**Capt. Myron T. Richardson, USN, Auburndale, Mass.:** As staff and operations officer on the staff of a naval task force commander during the invasion of southern France, he exhibited skill and energy in developing sound and comprehensive plans for the assault. His later services as senior naval liaison officer with the U. S. 7th Army were invaluable in maintaining close communications with its rapidly moving headquarters.

**Capt. Harry Sanders, USN, Newport, R. I.:** By his inspiring leadership and expert tactical ability as commander of an antisubmarine attack group, he contributed materially to the defense of Allied shipping and the successful prosecution of the war in a highly strategic area.

**Capt. Charles Schaaf, (SC) USN, New London, Conn.:** As supply officer in charge of the Supply Depot, Milne Bay, New Guinea, he reorganized the activity, developed proper storage facilities and completed an inventory of all supplies, thereby creating a smoothly oper-
and, in two instances, was largely responsible for the release of bomber crews brought down at sea.

★ Comdr. Ralph S. Moore, USNR, Montecito, Calif.: As commander of a group engaged in dairy control for the capture of enemy-held islands from 15 June 1944 to 12 Aug. 1944 he caused his vessels to operate in dangerouslycharted, uncharted, ice-packed water to chart and clear mines of mines. In addition, he directed most successfully the employment of his vessels in inshore areas, thus contributing materially to the success of the operation.

★ Comdr. John S. Mosher, USN, Punta Gorda, Fla.: As amphibious force on the Pacific from its inception until June 1944, he obtained information from aerial photographs and supervised the preparation of maps and charts on the New Guinea area. His compilation of data for each operation contributed materially to the success of these operations.

★ Comdr. George W. Presley, USN, Hampton, Va.: Serving on the staff of Commander-in-Chief, Atlantic Fleet, from 31 Dec. 1942 to 18 Sept. 1943, he contributed materially to the development of antisubmarine warfare and to the establishment of a sound escort-of-convoy doctrine. He also participated in the planning and the participation of the Atlantic Fleet in the invasion of Africa and Sicily.

★ Comdr. John W. Schmidt, USN, Buffalo, N. Y.: As commanding officer of the USS Gherardini during the Sicilian campaign, he skillfully directed shore bombardments and conducted nightly sweeps of strong enemy air opposition to prevent the evacuation of hostile forces by sea. On the night of 6-7 August, his ship intercepted an enemy convoy and sank an F-lighter.

★ Comdr. Richard M. Scroggs, USN, Madison, Fla.: As commander of a unit of LSTs during the attacks on Lae and Finschhafen, he organized and led echelons of reserves to both these landing points on New Guinea without loss or damage to a single unit.

★ Comdr. Edgar E. Stebbins, USN, Dallas, Tex.: As commander of a bomb squadron attached to the USS Yorktown from 10 Nov. to 4 Dec. 1943, he led his squadron in two brilliantly executed attacks against ground installations on Mille and Makin Islands. Later, as acting commander of an air group, he hurled the full strength of his unit against Japanese aircraft, ground installations and shipping and inflicted devastating losses.

★ Comdr. William H. Standley Jr., USN, San Pedro, Calif.: As training officer of the staff of Commander Landing Craft, Amphibious Forces, Northwest African Waters, during the invasion of Italy he prepared the landing attack plan and indoctrinated personnel on how to attack. His assault forces landed exactly on schedule at the beaches of Salerno despite continued attacks by enemy aircraft.

★ Comdr. (then Lt. Comdr.) James E. Walker, USNR, Queens Village, N. Y.: As commanding officer of a beach battalion during the invasion of Italy he landed with the first wave and, although under constant enemy gunfire, daintily directed the beaching and retraction of landing craft at the beachhead for the follow-up convoys.

★ Comdr. James S. Willis, USN, Charleston, W. Va.: As commander of a task force engaged in the attack on Lae and Finschhafen he conducted successful landings of initial assault waves without the loss of a craft or damage to equipment, and also led his task group in an effective bombardment of Japanese positions on New Guinea.

★ Lt. Comdr. Eugene F. Rankin, USN, Sapulpa, Okla.: As commander of a patrol squadron operating in the Solomon Islands and Bismarck Archipelago areas from 25 Nov. 1943 to 16 June 1944, he facilitated a system of attacks with surface craft which resulted in the neutralization of the Japanese large fleet in the north. He was largely responsible for the thorough training and indoctrination of the communication components of shore fire-control parties. He succeeded in reestablishing communications affecting the control of naval gunfire at a time when our forces were seriously threatened by enemy counterattacks.

★ Lt. Lasslely G. Pinkerton, USN, Bartlesville, Okla.: As naval gunfire liaison officer of the 38th U. S. Infantry Division during the invasion of Italy he directed accurate and timely shore bombardments with courageous initiative and unerring fire, repulsing numerous enemy counterattacks and destroying important hostile targets prior to the landing of sufficient field artillery reinforcements.

★ Lt. Clyde A. Schielemann Jr., USNR, Harmony, Pa.: When his landing craft was hit by an enemy shell during the invasion of Sicily rendering the port propeller inoperative, he skillfully directed temporary repairs. He succeeded in maintaining sufficient power to main propulsion, enabling his craft to return to her beach despite fierce aerial and shelling attacks.

★ Lt. (jg) Joseph V. Amendola, USN, Youngstown, Ohio: As naval gunfire liaison officer attached to the 29th Division artillery during the invasion of Normandy, he effectuated the reorganization of shore fire-control parties at a time when enemy gunfire had caused severe casualties to equipment and personnel. When the LST on which he was embarked was prevented from beached by hostile gunfire, he commandeered an LCP and made his way ashore where he made possible the effective supporting naval gunfire in support of the troops on the beachhead.

★ Lt. (jg) Frank W. Laesle, USNR, Moorastown, N. J.: When fierce enemy bombing attacks left our shipping

new points five times within an hour in order to confuse the enemy.

★ Lieut. John T. Manry III, USNR, Houston, Tex.: When attached to the USS Biacynge during the invasion of Italy he unassailably led a fire-fighting party aboard a merchant ship which had been struck by an enemy bomb and set afire. Despite the peril of imminent explosions, he courageously directed the fire-fighting operations, eventually succeeding in controlling the flames.

★ Lieut. Robert G. Osborne, USNR, Knoxville, Tenn.: Charged with the task of assisting in planning the gunfire support of landing operations during the invasion of Italy, he was largely responsible for the thorough training and indoctrination of the communication components of shore fire-control parties. He succeeded in reestablishing communications affecting the control of naval gunfire at a time when our forces were seriously threatened by enemy counterattacks.

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★ Lt. (jg) Frank W. Laesle, USNR, Moorastown, N. J.: When fierce enemy bombing attacks left our shipping
badly damaged and burning during the invasion of Italy, he assumed charge of all salvage operations and skillfully supervised the fire fighting and repair work aboard the damaged vessels. Later, he labored tirelessly to assist in the removal of numerous sunken vessels in the port of Naples so that our ships were able to use the harbor.

★ Gunner Robert P. Burt, USNR, Pontiac, Mich. (posthumously): For outstanding courage and meritorious service, the nature of which cannot be revealed at this time.

★ George I. Mantere, CGM, USN, Newport, R. I.: As the leading petty officer to survive the sinking of the USS JUNEAU, he swam to a floating net, unrolled it and paddled around rescuing other survivors. He unselfishly watched over the wounded for three days until, unable to sit or lie down without pain, he transferred to a raft to help paddle toward shore. With many of the wounded swimming away or dying, the only surviving officer left in the raft constantly circled by sharks, he heroically continued his efforts to reach shore until the fifth day when planes appeared overhead and promised early rescue.

Mantere, CGM

★ Capt. Jesse H. Carter, USN, Texarkana, Ark.: Commanding a destructor squadron in support of amphibious operations against New Guinea, he kept up a withering barrage of anti-aircraft fire which destroyed numerous Jap bombers and torpedoed planes. His skillful maneuvering prevented serious damage to our units and inflicted disastrous losses upon the enemy. His thorough indoctrination of the men under his command contributed materially to our capture of Lae and Finschhafen.

★ Capt. (then Lt. Comdr.) Henry E. Deses, USNR, Flushing, N. Y.: Capt. (then Lt. Comdr.) John J. Hourihan, USN, Miami Fla., and Comdr. (then Lt. Comdr.) Jacob L. Cooper, USN, Brooklyn, N. Y.: As COs of destroyers during the Battle of the Java Sea, they went in boldly in the face of severe enemy fire to deliver a successful torpedo attack in two stages against the Japanese cruisers. This forced them to break off the attack and enabled the Allied ships to regain their battle formation.

★ Capt. (then Comdr.) William D. Wright Jr., USN, Knoxville, Tenn.: As deputy commander of an assault group during the invasion of Normandy he remained under fire during the bitterest part of the assault, reorganizing and disposing his craft for maximum effectiveness and overloading the barge onto the beach. Upon relieving the task group commander, he was placed in general charge of the unloading of ferry craft and by his unselfishness in planning, tireless efforts and experience, rapidly cleared the backlog of ships.

Cap. Wright

★ Comdr. Eugene C. Carusi, USNR, Washington, D. C.: As commander of the 6th Beach Battalion during the invasion of France he landed during the first stage of the assault with his command at an early hour. His courage was equalized by his devotion to duty in maintaining an efficient traffic system from the beachhead.

★ Comdr. Glynn R. Donaho, USN, Nor mangee, Tex.: As commanding officer of a submarine during prolonged underwater operations in perilous hostile waters of the Pacific he pressed home relentless attacks with cool courage and outstanding ability, sinking an important amount of Japanese shipping.

Comdr. Donaho

★ Comdr. Lawrence C. Leever, USNR, Ann Arbor, Mich.: Commanding the 7th Beach Battalion during the invasion of Normandy, he landed at the first stage of the assault when the fighting was most severe. Through his leadership and courage, he was able to maintain an efficient traffic to and from the beach.

★ Comdr. Harry H. McIlhenny, USN, Washington, N. C.; Comdr. (then Lt. Comdr.) James T. Smith, USN, Fayetteville, Tenn.; Comdr. (then Lt. Comdr.) Robert A. Theobald Jr., USN, Scarsdale, N. Y., and Comdr. James H. Ward, USN, San Francisco, Calif.: As commanding officers of destroyers in a task group returning from Finschhafen, New Guinea in September 1943, they were suddenly attacked by a formation of 10 Japanese torpedo bombers. They skillfully maneuvered clear of enemy torpedoes, inflicted severe losses on the Japanese, and brought their ships and convoy safely through the encounter with only slight damage from machine-guns fire.

★ Comdr. Byron H. Nowell, USN, Salt Lake City, Utah: As commanding officer of a submarine during a patrol, he made a series of aggressive attacks against a strongly escorted convoy and succeeded in sinking a Hatsuharu-class destroyer and a freighter, and in damaging a tanker.

★ Comdr. George G. Palmer, USN, Charleston, S. C.: As commanding officer of the USS HARRING during the invasion of southern France, he led his ship into action with three other destroyers against five enemy E-boats that were attempting to break through and attack valuable shipping anchored inshore. He sank two of the enemy craft and recovered 12 prisoners, including the two captains.

★ Comdr. Edgar E. Stubbles, USN, Dallas, Tex.: Under his brilliant leadership as commander of a carrier-based air group in action at Truk, Salipan, Tinian, Palau and Woleai Islands, he and his pilots destroyed 135 enemy planes, sank or damaged an important amount of Japanese shipping and effectively bombed vital ground installations. He personally accounted for two hostile aircraft and served as target observer on three occasions, remaining over the target area several hours. On each day to provide the task force commander with accurate information.

★ Lt. Comdr. Edward P. Madley, USN, Coronado, Calif.: As assistant pilot officer, he displayed judgment and resourcefulness which were of great assistance to his commanding officer during attacks which resulted in the sinking or damaging of many thousands of tons of enemy shipping.
Navy Cites Army Doctor For Service on Burning LST

An Army doctor, Capt. Cornelius A. Mahoney, who served aboard the LST 213 during the invasion of Sicily, has been awarded the Silver Star Medal by the Navy. When a fierce enemy attack left the vessel raging with fires and explosions, Captain Mahoney remained on board to assist in transferring all wounded to another ship, leaving the stricken vessel only when his task had been accomplished. His cool courage in the face of grave peril undoubtedly saved the lives of many men who otherwise might have perished.

Lieutenant Paul H. Koren, (MC) USNR, Scarsdale, N. Y.: As medical officer of the beach party during the invasion of France, he landed on the beach at H-hour-plus-32 minutes and unhesitatingly took his station at the water's edge. At the constant risk of his life he exposed himself to terrific German machine-gun, rifle and artillery fire to minister to the wounded.

Lieutenant Charles H. Potter, USNR, Washington, D. C.: While serving as a beachmaster during the landing behind enemy lines at Terranova, Sicily, 8 Aug. 1943, he was observed to go ashore in darkness with the assault waves. He daringly crossed the beach under fire, and although the area was believed to be mined, courageously marked its exits and limits for subsequent waves.

Lieutenant Wesley C. Vines, USNR, Avondale Estates, Ga.: As dispatching officer for the assault boat waves during the invasion of Salerno, Italy, he courageously assumed his post in an exposed position on the top deck of the PT boat, and, in the face of severe, continuous fire from enemy shore batteries, skillfully directed the assembling and launching of assault craft for eight hours.

Lieutenant Grinn C. Wakefield, USNR, Norfolk, Va.: As a naval gunfire liaison officer during the invasion of Normandy, he carried out the duties of spotter and battalion artillery liaison officer when these two officers were wounded. His able conduct of naval gunfire liaison during the final capture of Montebourg.

Lieutenant Roy F. Beery Jr., USNR, Houston, Tex.: As naval gunfire liaison officer attached to the 10th Regimental Combat Team, 1st U. S. Infantry Division, during the assault on Normandy, he landed under intense fire and went forward with the assault troops with no thought of personal safety. He directed naval gunfire on enemy installations with great skill and accuracy, thereby contributing valuable, indirect fire support to our attacking troops.

Lieutenant Bennie Berger, USNR, Chicago, Ill.: As a naval gunfire liaison officer attached to the 8th Infantry Division on Normandy, he landed in the initial waves under extremely heavy enemy fire and directed cruiser fire in support of his men for 13 hours. In addition, he guided a Navy gun as fire control party, he took charge of both parties and organized successful communications.

Lieutenant Lester B. Billheimer, USNR, Oak Park, Ill.: As commanding officer of the LST 112 during the invasion of Sicily, when his ship struck a sand bar while approaching the beach, he skilfully maneuvered her clear of the obstacle under heavy enemy gunfire and landed the troops on the designated beaches. During the invasion of Italy, he again beached his ship in record time to unload urgently needed men and supplies.

Lieutenant Philip H. Bucklew, USNR, Ashville, Ohio: As scout boat officer during the invasion of Sicily, he embarked in a small kayak under cover of darkness and landed on a prearranged landing beach. In the face of intense enemy fire, he directed our attack forces to their proper landing point and maintained his exposed position until the mission had been completed.

Lieutenant Russell E. Lamey, USNR, Davenport, Iowa (missing in action): Serving aboard a submarine in the Pacific, he ably assisted his commanding officer in delivering torpedoes and gun attacks against enemy vessels, which resulted in the sinking and damaging of considerable tonnage. He fearlessly led a party from his sub to a Japanese freighter and captured the crew.

Lieutenant Colt M. Coker, USNR, Chapel Hill, N. C.: As a naval gunfire liaison officer on a PT-boat patrol along the coast of New Guinea from September to December 1943, he carried out 30 offensive patrols against enemy shipping with only one boat sunk.

Lieutenant John E. Firth, USNR, St. Louis, Mo.: As commanding officer of a PT-boat patrol along the coast of New Guinea, in September to December 1943, he carried out 30 offensive patrols against enemy shipping with only one boat sunk.

Lieutenant John E. Goodrich, USNR, Oneonta, N. Y. (missing in action): As assistant to the officer in charge of the LST, he landed on the beach in the vicinity of Suram, while his vessel was serving as air guard ship for a group of six destroyers supporting the land-
from the heavy defense fire of the enemy by furnishing accurate and destructive fire support. By his extreme bravery under the shattering hostile fire, he greatly contributed to the safe landing of the assault boats.

**Lt. (jg) Ransom A. Teeter Jr., USNR, Mobile, Ala.** As commander of the first wave of landing craft attached to the USS James O'Hara during the invasion of Salerno, he effectively directed the retraction of all craft and supervised the equipment unloading of cargo in support of our forces. He successfully completed his mission with a minimum of losses.

**Ens. O'Malley, USNR, Petaluma, Calif.** As officer-in-charge of an LCT which was a part of the spearhead of the invasion of Normandy, he pressed home his attack relentlessly. When the rudder cable broke about 2,000 yards off the beach, he righted his craft and landed under heavy fire which killed two men who were trying to lower the ramp so that the tanks could disembark. He then led a party of men to replace those killed and attack with their teeth the tanks. In all, he was in charge of the landing craft with the ramp down.

**Ens. Fred J. Cannistra, USNR, Schenectady, N. Y.** As a naval gunfire liaison officer, he landed on the beach in France, he took over the duties of gunfire spotter when this officer was killed, in addition to his own. Under heavy fire, he maintained constant gunfire support to assist the advancing infantry and materially assisted in the capture of Montebourg.

**Ens. (then CSM) Edward W. Epps, USN, Prince George, Va.** While attached to the SC 689 en route to Salerno, Italy, on 8 Sept., 1943, he manned a 50-mm. gun during a surprise attack by enemy aircraft and shot down one of the planes.

**Ens. Eugene A. Fehlig, USNR, St. Louis, Mo.** While attached to the 11th Regimental Combat Team as naval gunfire liaison officer during the assault on France, he was desperately wounded as he reached the beach. Under heavy and constant enemy small arms and machine gun fire to drag a wounded comrade back to comparative safety and was wounded twice more during the rescue.

**Ens. Robert Ives, USN, Erie, Pa.** As commanding officer of the LCT (6) 540 during the invasion of Normandy, he landed his craft against heavy enemy fire, disengaged his tanks, then reported for his second responsibility—the receiving and transportation of assault vehicles to the assault beach. After several of his small crew lay dead, his ship badly holed by enemy gunfire and the unloading equipment damaged, he proceeded with his task without question.

**Ens. John J. Vogel, USNR, Thiells, N. Y.** In charge of a salvage party from the USS Lyon during the invasion of Italy he coolly and efficiently directed his men to clear out the assault beaches of numerous broached and damaged landing craft in order to expedite the steady flow of essential ammunition.

**John A. Jacobson, CBM, USNR, Oakland, Calif.** (posthumously): As chief petty officer of a naval combat demolition unit during the invasion of Normandy, he was assigned the perilous mission of landing on the Omaha beach at a given moment and blowing a 50-yard gap in enemy placed obstacles. Although the task appeared impossible due to intense artillery and rifle fire, he attempted to place the main firing ring around the enemy obstructions. He was killed before he could complete his task, but the surviving members of his crew completed the mission.

**A. C. Maguire, MM1c, USNR, Hoboken, N. J.** As a member of a naval combat demolition unit, during the invasion of France at H-hour plus-one and in the face of heavy enemy artillery and small arms fire was separated from his force and crew. Instead of seeking cover, he succeeded in laying charges and blowing a gap of 50 yards within five minutes. His deed was cited as having been done with courage and in the face of grave peril, he saved the lives of many shipmates.

**Edgar P. Lesperance, EM2c, USNR, Milwaukee, Wis.** While attached to the USS Spell was sunk in the Gulf of Salerno he remained at his station in the after engine room and immediately went to the assistance of the disabled man, carrying him up the ladder to safety. He then entered a flaming compartment to rescue another man and, throughout the longest period of time, rendered all possible aid to others, contributing materially to the probable saving of many lives.

**Thomas J. O'Malley, EM2c, USNR, Dorchester, Mass.** Attached to the LCT (5) 115 during the invasion of Salerno, he was among the officers who heroically landed on the enemy beach under withering enemy fire. He returned to the ship to repeat the operation while his ship was retaken and made five separate beached in order to evacuate the enemy shellfire.

**Milton P. Weatherford, GM2c, USNR, Salisbury, N. C.** (posthumously): As a members of a naval combat demolition unit during the assault on Normandy, he landed on the beach at the appointed hour. While attempting to blow a 50-yard gap in beach obstacles under intense artillery and rifle fire, he was killed before completing his task.

**Desmond P. Fitzgerald, EM3c, USNR, Springfield, Mass., and Burd J. Kaufman, GM3c, USNR, Woonsocket, R. I.** When the ramp of the LCT (5) 272 became imbedded in deep sand during the landing at Salerno, Italy, they were undeterred by enemy shellfire and, despite painful wounds, continued to assist in extricating the vehicles until every one had been placed ashore. Their grim determination contributed materially to the success of the invasion.
**DISTINGUISHED FLYING CROSS**

**Lt. Comdr. Richard M. Swenson, USN, Kansas City, Mo. (missing in action):** As a pilot of Torpedo Squadron 24 attached to an aircraft carrier he led numerous vital bombing strikes against enemy landfields and installations. In support of landing operations at Hollandia he pressed home powerful attacks in the face of persistent antiaircraft火力, accurately releasing his bombs at perilously low altitudes.

**Lt. John M. Armitage, USNR, Dallas, Calif. (posthumously):** Among the first to volunteer for tests in the development of aircraft rockets, he repeatedly risked his life to make hazardous experimental flights in various types of planes carrying rocket ammunition. He was killed at the Naval Ordnance Test Station, Inyokern, Calif., on 21 August 1944 while testing an early development of the Navy’s largest aircraft rocket.

**Lt. Hulen R. Blakney, USN, Warrington, Fla.** As a pilot of a carrier-based fighter squadron near the Kiska Islands, he led a small formation of fighters against a numerically superior force of enemy bombers attempting to close in on one of our task groups. He accounted for one of the seven planes destroyed by his formation before he himself was forced down.

**Lt. Merl W. Davenport, USN, Detroit, Mich.** As division leader of a fighter squadron operating in the Solomon Islands and the Bismarck Archipelago from 26 Jan. to 7 March 1944 he took part in 31 combat missions over Japanese territory. His superior airmanship and excellent teamwork contributed materially to the success of these missions.

**Lt. Mayor A. Hadden Jr., USN, Holloman Field, N.M.** While participating in a fighter sweep over the Japanese base at Saipan on 22 Feb. 1944, he was ordered to cover other planes of his flight, and enemy fighters were encountered, eight of which were shot down. He personally shot down three enemy fighters in flames.

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**Lt. Hulen R. Blakney, USN, Warrington, Fla.** As a pilot of a carrier-based fighter squadron near the Kiska Islands, he led a small formation of fighters against a numerically superior force of enemy bombers attempting to close in on one of our task groups. He accounted for one of the seven planes destroyed by his formation before he himself was forced down.

**Lt. Mayor A. Hadden Jr., USN, Holloman Field, N.M.** While participating in a fighter sweep over the Japanese base at Saipan on 22 Feb. 1944, he was ordered to cover other planes of his flight, and enemy fighters were encountered, eight of which were shot down. He personally shot down three enemy fighters in flames.
In a fighter-bomber mission over the same area he assisted in destroying 33 Japanese fighters in combat and approximately 40 planes on the ground.

**Ensign Theodore W. Sterling, USNR, Trenton, N. J. (posthumously):** As pilot of a carrier-based torpedo plane in action in the vicinity of the Marianas Islands, he scored two rocket hits on a cargo vessel, leaving it burning and out of control. During a raid on Iwo Jima, his plane was hit by a machine gun and on a group of parked aircraft, inflicting severe damage on the planes.

**Lt. (jg) Raymon A. Wickham, ARM 2c, USNR, Burbank, Calif.:** As a rear seat gunner in combat against an enemy fleet on 20 June 1943, he assisted in a determined divebombing attack on an enemy carrier group using his radio equipment with great skill, he assisted his pilot in locating their carrier at night when their plane was extremely low on gas.

**Ensign John O. Ellsworth, USNR, Kingston, N. Y. (posthumously):** As a pilot attacked by a fighter squadron operating in the Solomon Islands and Bismarck Archipelago areas from 27 Oct. 1943 to 8 March 1944 he took part in 71 combat missions over Japanese territory. His courageous conduct, excellent teamwork and superior airmanship contributed materially to the success of all missions.

**Lt. (jg) Roy J. O’Neal, USNR, Spring- field, Ohio (missing in action):** Piloting a fighter plane in a sweep over Iwo Jima he climbed to attack two large groups of hostile aircraft and, despite the hazards of a low ceiling, personally accounted for three of 33 enemy planes destroyed by his flight.

**Lieutenant Richard D. Mansfield, USNR, Somerville, Mass. (posthumously):** When a Navy scout bomber crashed into the water while attempting to land on a carrier, he dived over the side into the extremely cold water and proceeded to one of the survivors. Tying a line around him, he assisted him, swam with him toward the ship. Finding the survivor too numbed to assist himself in any way, he clasped him with his legs and maintained his hold as they were hauled on board.

**Lieutenant Arthur L. Newman, USN, Annapolis, Md. (posthumously):** As executive officer of the USS Texas when she grounded off the coast of Newfoundland on 18 Feb. 1942, he exposed himself to powerful wind and subzero temperature to carry out orders. His self-sacrificing efforts on behalf of others were largely responsible for the rescue of those who survived the eventual destruction of the Texas.

**Lt. (jg) Thomas M. Leovy Jr., USNR, San Diego, Calif. (posthumously):** As commander of the armed guard aboard the SS Excalibur when that vessel was sunk 9 Oct. 1942, he swam to a capsized life boat, assisted in righting it and rescuing 14 survivors. The courageous group were eventually picked up and taken to a South African port. Again under submarine attack while embarking on the SS Zancon for repatriation, he re-outriggered the last on the after gun station of the rapidly sinking ship. Succeeding in getting away as the ship went down he gave his life belt to another who was unable to swim and gallantly refused to get aboard a crowded and badly damaged life raft.

**Lt. (jg) Julian J. Walliko, USNR, Paterson, N. J.:** When the destroyer in which he was serving during the invasion of Sicily was hit by a boiler explosion, he made repeated trips to the flooded fire room and skillfully assisted in plugging a hole in the bulkhead which might cause the flooding under control. His prompt action materially aided in saving the ship.

**Lt. (jg) Robert E. Huffman, USNR, Compton, Calif.:** When a fully loaded gasoline truck accidentally became ignited at the Naval Air Station, Quonset Point, R. I., on 1 May 1943, he sounded the alarm, obtained a fire extinguisher and successfully fought the spreading flames. His timely action undoubtedly prevented a disastrous explosion.

**Ensign Oliver Mollet, USN, La Feria, Tex.:** In charge of the forward engine room of a destroyer which was damaged during the invasion of Sicily, he skillfully supervised the securing of the engineering plant and instituted damage-control measures. Working for hours in a partially flooded compartment filled with smoke and steam, he refused to leave his station until the flooding was under control.

**Ensign Howard W. Taylor, USNR, Kenosha, Wis. (posthumously):** When a crew member fell into the icy waters during the foundering of the USS Texas on 18 Feb. 1942, he fearlessly dived over the side and fought through a treacherous, pounding surf to return the man safely aboard. His couraigeous act saved the life of a man who otherwise might have perished.

**Ensign John C. Van Valkenburgh, USN, Coeur d’Alene, Idaho:** While serving in a submarine during a fire, he entered a confined, drivis-
filled compartment and assisted in the removal of an injured man. Although suffering from smoke and gas, he entered the compartment and removed another man who was seriously injured and unconscious.

- Charles R. Chapman, CWT, USNR, Chickasaw, Ala.: In charge of a fire-room of a destroyer when it was rammed during the invasion of Sicily, he remained in the fire-room until all boilers were secured, thereby preventing an explosion and probable loss of life. He returned to the compartment later and rendered valuable assistance in effecting repairs which brought the flooding of the fire-room under control.

- James A. Clifton, CMB, USNR, Norfolk, Va.: As a member of the beach party which rescued the crew of a U.S. warship aground off Tenega Island, Alaska, when a highline carriageway and a man was thrown into the water he promptly manned and launched a small home-made boat, although he had no life jacket. Couragously maneuvering the frail craft through tumultuous surf, he assisted in hauling the injured man into the boat and returned him safely to the beach.

- Robert E. Darnely, CMB, USNR, Washington, D.C.: When a flying bomb made a direct hit on a civilian office building at a naval advanced amphibious maintenance base on 21 July 1944, he was badly shocked by blast and practically deafened. However, he made the rounds of all huts and quarters to determine the extent of damage and casualties before consenting to medical treatment. He was then ordered to sick bay where he collapsed from shock and exhaustion.

- John Uraghurt, CMM, USNR, Springfield, Mass.: When the destroyer in which he was serving was rammed during the invasion of Sicily, he crawled in darkness through steam, smoke and debris in order to reach deck-operated valves and isolate a damaged fire-room. Later he entered a flooded compartment and worked under water in extreme danger to supervise temporary repairs which were a decisive factor in saving the ship.

- Eugene M. Riggleman, CMC, USNR, Bridgedale, La.: As a member of the 6th Beach Battalion during the invasion of Normandy, he swam 50 yards out to sea under direct enemy artillery fire and against a strong tide to rescue a coxswain of an LCPV, which was disabled and sinking. In spite of a direct hit on the craft while he was aboard, he brought the man safely ashore.

- Laurin R. Hendrickson, RM2c, USNR, Hobbs, N.M., and Thomas J. Bright, Cox., USNR, East Boston, Mass.: Serving aboard a seaplane tender in June 1943 when it was involved in a collision at sea, they noticed that one member of the crew had been thrown overboard and was struggling helplessly in the heavy swells. Hendrickson leaped over the side with a life buoy and line and fought his way to the man’s side, but lost the line to the ship. Bright then jumped over the side with a line and dragged the helpless crewman back to safety.

- William Mesquitia, SM2c, USNR, Clarksburg, Calif. (posthumously): Attached to a beach battery during the invasion of Normandy, he swam to the beach and assisted in caring for wounded and signaled warnings to approaching landing craft. He rushed out on the open beach under a withering fire and paid out rope to a shipmate who was swimming out to rescue wounded men, but was shot before reaching craft.

- William A. Derosa, Bkr3c, USNR, New York, N.Y. (posthumously): While serving in the USS Polux when she was straddled on a rocky shore, he was a member of the crew of a motor whaleboat which proceeded through heavy seas during freezing temperatures and successfully ran a line from the vessel to shore. Despite immersion in icy water while landing, he scaled a cliff and endeavored to walk three miles over rough terrain to summon assistance.

- John B. Hawkins, St3c, USNR, Oklahoma City, Okla. (posthumously): When the rowboat in which he and three small boys were rowing was violently rocked by a passing launch near Plymouth, England, on 11 Aug. 1944, and one of the boys fell overboard, he jumped in the water despite his inability as a swimmer and struggled to save his young companion. He managed to keep his head above water until a rescue boat arrived, but was lost himself before the rescuers could reach him.

- John J. Miller, MoM3c, USNR, Michigan City, Ind.: Unhesitatingly going to the aid of a seaman who had fallen overboard while attempting to secure an LCM to a buoy in the waters off a U.S. Navy base on 8 Aug. 1944, he dived over the side and succeeded in reaching and supporting the violently struggling man until they were both hauled aboard by a line thrown from a nearby boat.

- Herbert C. Reinhardt, PhM3c, USNR, Westchester, N.Y.: Although not attached to the Naval Magazine, Port Chicago, Calif., on the occasion of an explosion on 17 July 1944, he volunteered to enter an area made dangerous by burning ammunition boxes and worked tirelessly to put out the flames under control. He contributed to the prevention of further explosions and possible loss of life.

- Morris K. Eagan, Cox., USNR, Phoenix, Ariz.: While attached to an LCM in the waters off New Guinea on 3 May 1944 he unhesitatingly went to the aid of a shipmate who had been thrown overboard during a severe gale. He dove into the raging seas, swam to the dazed and helpless man and, with the aid of a life ring, returned him to the ship.

- Frank A. Spiller, Cox., USNR, Alliance, Ohio: When the USS Glennon struck a mine, he was thrown from a compartment up onto a boat through a break in the deck. Although wounded himself, he returned to the compartment and succeeded in removing three wounded men, helped to evacuate the compartment became submerged.

- Bruce E. McLaughlin, Sig, USNR, Chicago, Ill.: While attached to NTC Gulfport, Miss., he saved six of his three trainee companions when their sailboat capsized during a storm on 13 Aug. 1944. Leaving his friends clinging to the loosened mast, he negotiated a six-hour swim through choppy seas and sent crash boats to their rescue.

- John P. Sweeney, Sig, (now AS, V-12) Boston, Rockville, Conn.: When a Navy scout bomber crashed into the water while attempting to land on the flight deck of a carrier during the night of 3 April 1944, he dived into the water and swam to the point where he had last sighted the pilot. Unable to locate the pilot, he swam around the ship to the opposite side and assisted another volunteer swimmer in the rescue of the other survivor.
WELFARE AND RECREATION ALLOWMENT

1. NAVAL VESSELS: (a) Vessels assigned to the Fleet: BuPers provides annual allotment.
   (b) Vessels assigned to naval districts or bases: from the command to which assigned by reallocation.

2. NAVAL DISTRICTS, RIVER COMMANDS, AIR FUNCTIONAL TRAINING COMMANDS: From BuPers upon request.

3. NAVAL RECREATION ACTIVITIES: (a) Vessels assigned to naval districts, river commands and air functional training commands by reallocation from command to which assigned.
   (b) Vessels assigned to naval districts, river commands and air functional training commands: By BuPers upon presentation of movement order by (BNO). Annual allotment is granted by fleet or area commander.

4. CONSTRUCTION BATTALIONS: Prior to embarkation from the United States, construction battalions are granted their commissioning allotments by either the 

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6. NAVAL CORPS ACTIVITIES: (a) Within naval districts by reallocation from the command of the naval district.
   (b) Fleet Marine Force by reallocation from the Commandant of the Marine Corps.

7. AIR ACTIVITIES ASSIGNED TO THE FLEET: Air groups, squadrons, and units are granted allotments by reallocation from ComAirLant and ComAirPac.

8. BONDS, GAMES, AND MUSIC EQUIPMENT

9. V-DISC KITS

10. PERIODICAL SUBSCRIPTIONS

11. SPECIAL ATTENTION INVITED TO "NOTES" ON THIS SUBJECT.

12. LIBRARY BOOKS

13. U.S.O. CAMP SHOWS, INC.

SHIP AND STATION PAPERS

ENTERTAINMENT MOTION PICTURES

MOTION PICTURE PROJECTION EQUIPMENT

A. NAVY ACTIVITIES

B. COAST GUARD ACTIVITIES

C. MARINE CORPS ACTIVITIES

*NOTE: Coast Guard vessels and activities obtain allotments through District Coast Guard Officers under appropriation "Pay and Allowances, 17000000.404, Coast Guard, Subtotal 27."
**EQUIPMENT - HOW TO GET THEM**

<table>
<thead>
<tr>
<th>METHOD OF PAYMENT</th>
<th>REFERENCE</th>
<th>NOTES</th>
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**Navy—Charge to Appropriation, “Welfare and Recreation, Navy,” or “Ship’s Store Funds,” or purchase with unappropriated “Welfare” funds by check drawn in favor of Treasurer of the United States.**

- (b) Sports — Games — Music Catalog; Navy, Coast Guard, Marines.
- (c) Coast Guard Hq. Circular 269.

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**Same as for “Sports, Games, and Music Equipment” above.**

**Outside United States, no charge.**

- BuPers Cerc. Ltr. 154-44 (NDB, 31 May 1944, 44-831).

- All kits in one monthly release of V-Dics contain the same assortment of 20 records each.

- Turntables attached to 35 mm. strip film projector will play AFRS transmissions. A limited quantity of turntables are distributed through the two service forces. The number of turntables available for distribution is limited.

**For selection of magazines and newspapers attention is directed to SeeNav Ltr. 104-1 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 Fighting, Modern Screen, Reader’s Digest, The Sporting News, New York Times Overseas Weekly is available where printed overseas. Most sent airmail overseas; to such points as Army and Navy may designate for reproduction by Army or Navy where better quality is available. Or copies may be obtained from N. Y. Times direct (wire Times for details).

**Same as for “Sports, Games and Music Equipment,” above; except checks (drawn on unappropriated funds) to be made payable to publisher or distributor.**

**Without charge.**


- Armed Services Editions (paper-bound books) are provided for recreation and are expendable. They should be passed from branch to branch. Books may be exchanged between libraries by mutual agreement. Non-receipt of books should be reported to BuPers.

**BuPers Cerc. Ltr. 236-44 (NDB, 31 Aug. 1944, 44-1001).**

- Turntables attached to 35 mm. strip film projector will play AFRS transmissions. A limited quantity of turntables are distributed through the two service forces. The number of turntables available for distribution is limited.

**BuPers Manual, Part R. Chapter 8.**

- Transportation as specified in ref. (e) and (d).


- Transportation as specified in ref. (e) and (d).

**Official appropriation, “Welfare and Recreation, Navy,” from ship’s store funds or from unappropriated funds.**

- No charge for duration of present war to all ships and activities outside continental U. S.

- 16-mm. film is the gift of the motion-picture industry to all armed forces thru the War Activities Committee. Payment for film under Optional Plan direct to commercial film exchanges from unappropriated funds.

- For activities within continental U. S., assessments for Navy Motion Picture Service from either appropriated or unappropriated funds.

- 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 beggaring 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 abate and assist outside continental U. S. with the 16-mm. gift film.

**Without charge.**

The second edition of the Navy Sports-Game-Music Catalog, telling what's available and what's new in the way of recreational equipment for personnel of the Navy, Coast Guard and Marine Corps is now coming off the press. Distribution to COs of all ships and stations is scheduled to begin about 15 Jan. 1945.

Included also this year is information on movies and libraries.

With the benefit of experience gained in the use of such gear thus far during the war, BuPers is introducing with the catalog several items designed to withstand tropical climates, including tennis balls and handballs pressure-packed in tins for longer life overseas; tennis rackets strung with nylon (and nylon for restringing); rubber-covered, mildew-resistant softballs, basketballs, footballs and volleyballs.

Other innovations include synthetic rubber golf balls as lively as and weighing the same as the standard natural-rubber product, and a new kind of swivel for the strap hanger on punching bags, designed to make the strap hanger last 20 times longer.

The catalog tells how ships and stations with damaged athletic equipment may now send it in for repair to one of the two Naval Athletic Renovating Depots, at Camp Peary, Williamsburg, Va., and Terminal Island, San Pedro, Calif.

The latest catalog also features:

- Overseas-model radio that brings in programs on five bands, good anywhere in the world.
- Dual-speed phonograph—78 r.p.m., for V-Discs and phonograph records; 33 1/2 r.p.m., for AFRS recordings and the public address system—with microphone, detachable speaker and 60 feet of cord.
- Eighteen string and brass musical instruments (the first edition of the catalog offered only pianos).
OFFICER-TRAINING PROGRAMS STEPPED UP

2,000 Enlisted Men
In New V-12 Quota;
V-7 Rules Modified

Approximately 2,000 enlisted men will be selected to enter the Navy V-12 program for assignment to college training beginning 1 July 1945. It is expected that these men will ultimately be transferred to NROTC.

This quota compares with 1,000 new V-12s for the term which started 1 Nov. 1944, and none at all for the term beginning 1 March 1945.

Simultaneously with the announcement on V-12, last month, BuPers also revised qualifications for assignment to V-7 for midshipman training, lowering the age minimum from 20 years to 19 and modifying the physical requirements. Instructions for V-7 are contained in BuPers Circ. Ltr. 375-44 (NDB, Dec. 15, 1944, 44-1407), those for V-12 in BuPers Circ. Ltr. 374-44 (NDB, 15 Dec. 1944, 44-1408).

V-12 Requirements

In the case of V-12 applicants, the directive stresses that no waivers of any kind will be considered, and all candidates must meet the following requirements:

GENERAL: Be an unmarried male citizen of the U. S. (and agree to remain unmarried until commissioned or otherwise separated from the program); be less than 23 years of age on 1 July 1945, and be on active duty.

ACADEMIC: Be a high school graduate or have been in attendance at, or accepted by, an accredited university or college; have successfully completed high school or college algebra and plane geometry, and possess a GCT score sufficiently high to indicate fitness for college training.

PHYSICAL: Be no taller than 6 feet 4 inches, nor shorter than 5 feet 6 inches; have 18/20 vision in each eye, correctable to 20/20, with color perception normal; and have 20 vital permanent teeth. Other physical qualifications are as set forth in Chapter 11, Section I, Art. 1402, Manual of the Medical Department.

V-12 candidates may express preference for type of duty (deck, engineering, supply), and no men in this increment, regardless of previous experience or education, will be permitted to pursue premedical or predental training.

As men who have successfully finished more than two years of college work are eligible for the V-7 program, they may not be recommended for the V-12 program. Likewise men who have previously been separated from an officer-candidate program for reasons other than flight failure must have completed six months’ sea duty before being eligible for assignment or reassignment to the V-12 program.

Quotas are to be established for candidates serving with various commands at sea or beyond the continental limits of the U. S., as well as for continental shore establishments.

V-7 Requirements

The instructions for the Class V-7 program contain the following two principal requirements:

(1) Candidates must be at least 19 years of age (the minimum had been 20) and under 30 on the date application is submitted.

(2) Candidates must meet physical requirements for appointment as ensign, D(L), USNR, as prescribed by the Manual of the Medical Department, Chapter 11, for commission in the line of the Navy. In cases of unusually well qualified applicants, waivers of minor nonorganic physical defects may be granted at the discretion of the Chief of Naval Personnel.

Among other requirements, V-7 applicants must have completed successfully eight semesters in, or possess a bachelor’s degree from, an accredited university or college; or have completed successfully six semesters of work toward a degree and been on active duty four months; or have completed successfully four semesters and been on active duty eight months, and such cases would have completed successfully two one-semester courses in college mathematics.

Applicants previously separated from any officer-candidate training program in any service must complete six months’ sea duty before being eligible for transfer to V-7. Aviation cadets dropped from training by reason of flight failure may be considered without the six months’ sea duty.

Applications for transfer to V-7 may be forwarded two months prior to completion of active duty requirement. Letters should include statement of business experience which might be relevant in passing upon qualifications. Applicants desirous of training at the Navy Supply Corps School should so state, and applicants who have had two or more years of college work may be considered for the two years’ experience, indicate the necessity of increasing the scheduled future output to a level midway between the levels in effect before and after the June 1944 cutback. An increase has been directed by CominCh

In order to return to the program, former students must have been in good standing at the time of separation. Students will be reentered as nearly in the order of their separation as circumstances will permit and will be reentered into the training pro-
gram at a stage commensurate with their previous progress in training.

Individuals who have not been recommended for return to flight training are not required. Lists of those eligible are being prepared from records maintained by the Chief of Naval Air Training. Orders for return to the program will be issued by BuPers. Compliance with the orders will be subject to the individual being found fully qualified and desiring return to the flight training program.

Former students who may have been assigned to reserve midshipman training will not be returned to flight training until they have completed the reserve midshipman course and have been commissioned. If then returned to flight training, they will undergo such training as commissioned officers. Other former students, who, upon separation, were assigned to Class A schools, will not be returned to flight training before they have graduated from the school to which assigned.

The June 1944 cutback (July 1944 INFORMATION BULLETIN, p. 69) affected some 2,000 aviation cadets and student aviation pilots in the pre-flight and prior stages of flight training. It was emphasized, at the time, that the men affected were deselected or had voluntarily withdrawn solely as a result of quota restrictions, and the following entry was made in their service record:

*Separated from flight training training while in good standing and solely as a result of quota restrictions.

Is fully qualified and is recommended for reassignment to flight training at a later date, if so recommended by his commanding officer, under any service quotas which may be established in the future.

For details see BuPers circular letters on this subject in Navy Department Bulletin of 31 Dec. 1944.

Veterans Now Have 90 Days
To Apply for Former Jobs

Legislation extending to 90 days the period within which a veteran may apply for reinstatement in his former position became law on 8 Dec. 1944. Under the earlier provisions of the Selective Training and Service Act (the ceilings) the limit was 40 days.

The new amendment further provides that application may be made within 90 days following release from hospitalization, provided such hospitalization follows immediately after separation from the service and extends for a period of not more than one year from date of separation.

Veterans separated from service prior to enactment of this legislation may still take advantage of the 90-day period. Selective Service has announced, provided the date of their discharge or release was not earlier than 5 Sept. 1944 (90 days before the law was amended).

Personnel to be Invited
To Contribute to Fund
For Navy Relief Society

In a letter of 1 Dec. 1944 Admiral Ernest J. King, USN, CominCh and CNO, announced to the naval service that the two weeks of 1 to 15 Feb. 1944 have been set aside as the period during which contributions to the Navy Relief Society from officers and men of the naval service, both afloat and ashore, will be gratefully received.

The purpose of the Navy Relief Society, the letter points out, is to provide assistance in times of emergency for Navy, Marine Corps and Coast Guard personnel, their dependents and the dependents of deceased servicemen and women. Financial assistance is generally rendered in the form of loans without interest, which are repayable in small monthly allotments, thus replenishing funds to help other service personnel when in need.

As of 31 Oct. 1944 outstanding loans amounted to $2,018,965.48.

Activities of the society during the first 10 months of 1944 included:

- Assistance with information and advice involving no financial expenditure, 547 cases.
- Gratuities (outright grants), 17,016 cases amounting to $718,189.14.
- Loans for hospital and medical care of dependents, 15,639 cases amounting to $850,846.76.
- Loans for all other purposes other than medical care of dependents, 88,895 cases amounting to $2,707,332.60.

Although the letter states that contributions will be gratefully received, it does not make an appeal for large contributions. It suggests that the following minimum annual scale to be used as a guide:

- Commissioned officers and above rank of commander... $5.00
- Warrant officers 2.50
- Petty officers 1.50
- All others 0.50

For details see CominCh and CNO letter of 1 Dec. 1944 to all ships and stations (NDB, 15 Dec. 1944, 44-1580).

Naval Personnel Directed
To Refrain from Speculation
Indicating Early End of War

The Secretary of the Navy has directed all naval personnel to comply with the text of the following letter from President Roosevelt to the Secretary dated 1 Dec. 1944.

"At a most critical time, when production of essential supplies vital to the war effort must be kept at a high level, some public statements by responsible military and civilian public officials at home and abroad indicating an early termination of the war trend to critical production of naval war materials. It is highly necessary that this condition be remedied and to this end all government officials are directed to refrain from such public statement." 

SecNav's letter, quoting the President's letter, was dated 7 Dec. 1944 (Oo4-B1 (64488)).

Board to Consider Transfer
To Regular Navy of Reserve
And Temporary Officers

In line with other postwar studies now being conducted in the Navy, a board has been appointed by the Secretary of the Navy to study and make recommendations for the transfer of Naval Reserve and temporary officers to permanent commissioned rank in the Regular Navy.

The board, of which Rear Admiral Laurence T. DuBoise, USN, is senior member, is to make a comprehensive study of the employment, assignment and relationship of reserve and temporary officers with regular Navy. In addition, the group will consider what schools or courses should be made available to reserve and temporary officers selected for permanent commissions in the regular Navy to place them on the same footing as all other regular Navy officers in competing for future promotions. The board will study the broad questions of specialist and EDO (engineering duty only) officers, as well as consider other allied subjects.

The report of the board is to be submitted to Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel, for further transmittal to Secretary Forrestal.


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Employment of Officers
On Terminal Leave
Is Regulated by Law

Reserve officers whose active-duty status is being terminated at their own request, either by resignation or request for release, are ordinarily granted the accumulated leave standing to their credit. However, with respect to their activities while on terminal leave, the orders effecting their release state that "... while wearing civilian clothes, you are authorized to engage in any occupation not contrary to law, which does not involve employment by the Federal Government." A number of statutes currently in force restrict the activities in which naval officers, as distinct from civilians, may engage. Violating these statutes may involve loss of pay or penal sanctions. Among them are laws:

- Making it unlawful for an officer on the active list to accept employment with any person or company furnishing naval supplies or war materials to the Government (U.S. Code, Title 34, Sec. 833).
- Prohibiting officers from acting as attorney or agent in the prosecution of claims against the U.S. or representing any person in any case in which the U.S. is a party or indirectly interested (U.S. Code, Title 18, Sec. 198 and 200).
- Prohibiting officers from giving or receiving anything of value when the consideration for it is the procurement of a contract with, or any office or position in the employ of, the Government (Title 35, Sec. 832).
- Prohibiting any officer whose duty involves disposal of surplus property from being employed during a period of active duty or for two years thereafter as counsel, attorney, agent or representative in connection with any matter involving disposition of surplus property by the Navy (Pub. Law 457—79th Congress).

The following laws concerning Government employment affect officers on active duty (including terminal leave):

- Prohibiting the acceptance of compensation from two or more Government sources for the same period where the combined annual salaries would exceed $2,000 (U.S. Code, Title 15, Sec. 58).
- Prohibiting the acceptance of any federal office or position by any officer whose annual compensation amounts to $2,500 (U.S. Code, Title 15, Sec. 62).
- Providing for the separation from the service of an officer who accepts appointment in the diplomatic or consular service (U.S. Code, Title 34, Sec. 226).
- Prohibiting officers from being elected or appointed to office in any Territory of the U.S. (U.S. Code, Title 48, Sec. 1440).
- The list above, while it cannot be guaranteed all-inclusive, is printed here as a matter of information. Officers are also referred to Section 883(b) of Title 35 U.S. Code, for its possible bearing on the applicability of these statutes to Naval Reserve officers.

Inasmuch as the Navy Department cannot in advance specifically advise an officer on the legality of any activity in which he proposes to engage while on terminal leave, the responsibility of determining that is solely the officer's. In all cases, officers are referred to the laws themselves and, where doubt exists, to competent civilian counsel.

**Naval Unit Commendation
And Ribbon Authorized**

The President has approved establishment of a unit citation, junior to the Presidential Unit Citation, to be known as the Navy Unit Commendation.

The new citation, announced by ASh No. 224 on 18 Dec. 1944, is to be awarded by the Secretary of the Navy to any ship, aircraft, detachment or other naval unit for outstanding heroism in action with the enemy, but not sufficient to earn the Presidential citation; or for extremely meritorious service in support of military operations not involving combat.

The unit's service must be comparable to that which merits award of the Silver Star Medal or Legion of Merit to an individual. Normal duty under ordinary war hazards, extended period of duty or a large number of combat missions does not alone justify the award. A large unit is not to be commended for the action of one or more of its component parts. And no unit, or part thereof, is to receive both the Presidential and new Navy citation for the same act or service.

No authority for award of the commendation is delegated. Recommendations will be forwarded to SecNav via channels as in the case of the Presidential citation.

The new commendation's ribbon is to be of silk, 1 1/4" wide and 36" long (standard Navy size), consisting of colored stripes from the right edge as follows: 1/4" royal blue, cable number 70087, 1/4" Spanish yellow cable number 70088, 1/4" dull red cable number 70081, 1/4" myrtle green cable number 70075, 1/4" cardinal red, 1/4" Spanish yellow and 1/4" royal blue of the same cable size. It will be worn immediately after the Presidential Unit Citation ribbon.

**Limited Duty May Be Given
Enlisted Men Disabled in
Action or Combat Areas**

Enlisted men of the Navy who are not physically qualified to perform all duties of their rating because of disabilities resulting from wounds received in action or disease incurred in combat areas may be retained in the service for limited duty.

To be retained, a man's services must be desired and his record must be favorable, his disability must be of such a nature as not to interfere with his performing "useful duty and it must be determined that retention on active duty is not likely to aggravate his disability.

Men retained in the service under such conditions will be eligible for advancement in rating. If regular Navy men, they will not be discharged at expiration of enlistment with a view to immediate reenlistment until a waiver of their physical defect has been approved by BuPers. They may be reexaminated at any time with a view to restoration to a full-duty status. If unable to carry on with their duties, or their services are no longer required, they may be brought before a board of medical survey for recommendation as to disposition.

For details see Joint BuPers-BuMed lst. to all ships and stations dated 21 Nov. 1944 (NDB, 30 Nov. 1944, 44-1345).

**New Waves Garrison Cap
May Be Worn 15 January**

The new garrison cap for Waves, details of which were reported in the December 1944 INFORMATION BULLETIN, p. 77, has been authorized for wearing by both officers and enlisted personnel either on or off the station as of 15 Jan. 1945.

*Tin Fish (NTTR, Montauk, L.I., N.Y.)
"Where do we get our sea legs?"*
Income Tax Information and Assistance Made Available To All Naval Personnel

To assist naval personnel in preparing Federal income tax returns for 1944, a comprehensive booklet, "Federal Income Tax Information," has been issued by BuS&A and mailed to supply and legal assistance officers of all ships and stations.

The booklet provides such information as: who, where and by whom returns must be filed; how to prepare the return; exemptions and deductions which may be taken by service personnel; instructions concerning the filing of declarations of estimated tax, as well as a tax table and surtax rates.

In most instances, personnel may consult the booklet by contacting the local supply or legal assistance officer.

Naval personnel are not excused from filing Federal income tax returns and paying estimated income reports solely because they are on active duty in the armed forces. The rule is that every individual citizen or resident of the U.S., whether single or married, must file a return if his gross income for 1944 was $500 or more. Rental and subsistence allowances and $1,500 of active service pay are excluded from gross income, however. Thus a service man is not required to file a return if he had no income other than his service pay and if his active service pay was less than $2,000.

Although, under certain circumstances, a member of the armed forces on active duty may arrange to postpone the payment of his tax until six months after the war, his return must be filed not later than 15 March 1945 if he is serving in the U.S. personnel serving overseas or at sea may defer both filing a return and paying the tax until the 16th day of the fourth month following the month of return to the U.S.

It should be noted that tax payers who have filed an original declaration of estimated tax for 1944 in an amount less than 80% of what their final 1944 tax will be, should file an amended declaration increasing their estimate to the amount of their final tax on or before 15 Jan. 1945. However, the tax payer may file his final return for 1944 by 15 Jan. 1946 in lieu of an amended declaration.

In some commands local tax officers have furnished deputies to assist service personnel in the preparation of tax forms, and in key places they have conducted schools for legal assistance officers and Supply Corps officers and others to enable them to deal with income tax problems. For example, in BuS&A, Washington, D.C., officers and civilian personnel with legal or accounting tax experience are serving as tax consultants in offices especially designated where Navy and Navy Department personnel may receive assistance in the preparation of their tax returns. Other activities may consider it feasible to inaugurate a similar service.

Where information is not available at overseas stations, personnel may unofficially request help from the Professional Assistant to the Paymaster General, Tax Section, Bureau of Supplies and Accounts, Washington 25, D.C.

Insignia Authorized for Minecraft Enlisted Men

The shoulder insignia shown here has been approved for enlisted personnel serving in Minecraft. The border is a bright blue band, the mine (its engaged (cable) black with yellow horns against a background of blue sea and yellow sky. The lightweight streaks from the mine are red.

The insignia is to be worn on the left sleeve, with the top of the insignia one-half inch from the shoulder seam. It may not be worn in the presence of enemy ground forces or at any time when the senior officer present considers that its wearing might endanger the security of the command.

Authorization to wear the insignia, which terminates upon detachment from Minecraft units, is to be entered in each enlisted man’s service record. These regulations are contained in BuPers Circ. Ltr. 368-44 (NDB, 15 Dec. 1944, 44-1399).

Special Forms Provided For Changing Beneficiary On Government Insurance

Because some personnel have confused what constitutes a change in beneficiary for Government insurance, BuPers Circ. Ltr. 377-44 (NDB, 30 Nov. 1944, 44-1381) calls attention to the fact that the beneficiary information asked for on such forms as the service record, fitness report, confidential data sheet for naval aviators and A-V(N) beneficiary form were not intended to be used to indicate such a change.

Personnel with National Service Life Insurance (the type of Government insurance issued to service men and women in this war) who wish to make a change in beneficiary should use Veterans Administration Insurance Form 336, or provide the Veterans Administration, Washington 25, D.C., complete information by letter over the signature of the insured.

In the case of World War I veterans and others holding U.S. Government Life Insurance, the Veterans Administration Form 724 may be filled out and submitted to the Veterans Administration along with the policy to accomplish a change in beneficiary, or a letter giving complete details over the signature of the insured may be sent. If the policy is not available, an explanation for failure to comply with instructions is to accompany the request for a change in beneficiary.
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 proposed plans for reemploying 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 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 to date have requested information are:

L. Ock h e e d Aircraft Corporation, Burbank, Calif.
The Murray Company, Dallas, Texas.
Lane s t Monotype Machine Com- pany, 2411 Locust Street, Philadelphia 3, Pa.

New Ruling Clarifies Policy on Per Diem

Rulings which limit officers' rights to per diem while traveling on Gov- ernment-owned vessels and while on temporary duty on board vessels being fitted out have been promulgated by the Comptroller General (Decision B-44497, 4 Nov. 1944).

The decision provides that even though no lodging or messini facilities are available for officers traveling on Government-owned vessels (including such small craft as towboats, launches, etc.), no per diem can be allowed under provisions of Section 12 of the Pay Readjustment Act of 1942. This act specifically limits officers to reimbursement for actual and necessary expenses when traveling on Government-owned vessels for which no transportation is charged.

Another part of the decision applies to per diem questions which arise in circumstances such as those illustrated by the hypothetical case:

A vessel which is being built in "X" shipyard is placed in commission before it is completed, and then ferried over to "Y" shipyard for further work, where upon arrival it is placed out of commission.

If, for instance, an officer had orders for duty aboard the vessel at "X" shipyard, and those orders specified that he would draw per diem, he would be entitled to the per diem until the ship moved, at which time his temporary orders would terminate. If the new temporary orders for duty aboard the vessel at "Y" shipyard failed to specify that he was to receive per diem, he would not be entitled to it. Since per diem cannot be made retroactive to cover a period during which per diem payments were intended but not specified, he would be entitled to payments for only those days for which his orders specifically called for per diem.

Beige Hose Approved For Navy Nurse Corps

The following changes in uniform regulations for the Navy Nurse Corps have recently been approved:

- Beige hose, instead of black, are authorized for wearing with all Nurse Corps uniforms except the indoor duty dress, with which white hose continue to be worn.
- Black or white gloves, depending on the uniform with which worn, are substituted for the grey gloves previously authorized. Black hose and grey gloves now in possession may, however, be worn until no longer serviceable.
- Garrison caps, which may be worn optionally, are to match in color the uniform or coat with which they are worn.

These changes are included in a compilation of all current uniform regulations for the Navy Nurse Corps in BuPers Cir. Ltr. 377-44 (NDB, 15 Dec. 1944, 44-1406). Material contained in this directive will also serve as the new Chapter XIV of U. S. Navy Uniform Regulations, 1941.

Liberalized Plans Set up For Setting NSI Policies

Important new liberalizations in the method of setting claims for National Service Life Insurance are outlined in a recent joint BuPers-NSIA letter.

One of the changes mentioned in the letter (NDB, 15 Nov. 1944, 44-1293) is the Refund Life Income Plan. This plan, applicable to NSI policies held by service personnel, enables policy holders to select a guaranteed monthly income to be paid to the beneficiary for a specified number of months, the amount and number of the monthly payments being determined by the age of the beneficiary. If the beneficiary dies before the expiration of this guaranteed period, the earnings install-ments are to be paid monthly to a contingent beneficiary. If, however, the principal beneficiary lives beyond the number of months provided for by the plan, the payments continue throughout his or her lifetime.

This Refund Life Income Plan may be selected by the insured on the date of his death, by the beneficiary. In the latter case, the request must be made prior to the payment of the first monthly income check to the beneficiary. If the insured chooses the Refund Life Income Plan, the beneficiary cannot change this; but if the insured makes no request, the beneficiary may choose the plan of settlement.

Another change, applicable only to NSI policies which have been converted from the 5-year level premium term plan, provides that when there is no beneficiary within the permitted class, to receive payments under the policy, the cash value plus accumulated dividends (minus any indebtedness on the policy) may be paid in a lump sum to the estate of the deceased (unless the estate of the insured would be under the laws of his place of residence).

Personnel who desire information as to how these changes affect their own circumstances may obtain advice from their Benefits and Insurance officers.

AVIATION BOATSWAIN'S MATE
MAILMAN

THESE SPECIALTY MARKS for the two ratings designated have been authorized by BuPers Cir. Ltr. 363-44 (NDB, 30 Nov. 1944, 44-1337). The ABM rating was established by BuPers Cir. Ltr. 268-44 (NDB, 15 Sept. 1944, 44-1074); the MmM rating, to replace specialist (M), by BuPers Cir. Ltr. 263-44 (NDB, 15 Sept. 1944, 44-1069). For details see October 1944 INFORMATION BULLETIN, pp. 65 and 71.
Enlisted Waves May Request Transfer to New Station After Two Years of Duty

Enlisted women who have been on active duty for at least two years within the geographical limits of a naval district or within an air training command are to be given an opportunity to indicate their desire for transfer out of the area, under provisions contained in a letter dated 1 Nov. 1944 from the Chief of Naval Personnel to various interested commands (Pers-6691-rab-1 QRS P16-3).

Many enlisted women, according to the directive, are on duty at isolated stations or at places which are considered undesirable for continuous duty until the end of the war. Consequently, a redistribution by rating is to be effected in such cases when practicable.

Quarterly surveys will be made of enlisted women and they will be given an opportunity to designate a preference for a new district or air command. Assignment to such preferences, however, cannot be guaranteed.

The two-year period required for eligibility for a transfer under the directive may not include any time spent in the area while at recruit training or in a service school. Transfers in exchange will not be authorized individually, and such requests shall not be forwarded to BuPers.

It is expected that transfers will not exceed 10% quarterly of the enlisted Waves (BuPers) to be considered for government expense, and no delay in route is to be authorized.

Exemptions to this general policy are provided for by Women's Reserve Circ. Ltr. 5-43, issued 11 Dec. 1943 by the Chief of Naval Personnel to various commands. This directive, which remains in effect, provides the following circumstances under which BuPers may consider requests for transfer not covered by the above redistribution procedure: (1) when an individual has skills needed by the Navy which cannot be utilized in her present billet and no other billet is available in the activity, district, river command or naval air training command; (2) when an individual requests transfer in lieu of discharge; and (3) when a decision of dependency exists prior to enlistment or arising subsequent thereto. In the latter case, requests are to be supported by adequate affidavits.

Request Made for Officers To Volunteer for Duty in Underwater Demolition

Volunteers from officers of the rank of lieutenant commander and lieutenant for duty in connection with underwater demolition teams have been called for by BuPers.

All candidates should have demonstrated leadership and administrative ability in their present assignment, be under 35 years of age, and be in excellent physical condition with a minimum vision of 20/40. They should also be good swimmers, according to the directive.

Requests for this extra hazardous duty may be submitted via official channels, to the Chief of Naval Personnel, with the CO’s endorsement indicating suitability and availability.

These instructions are contained in BuPers Circ. Ltr. 350-44 (NDB, 30 Nov. 1944, 44-1324).

Personnel with Deep-Sea Stevedoring Experience May Apply for Commissions

Enlisted personnel who have had civilian experience in deep-sea stevedoring are eligible to apply for appointment as a commissioned officer, if of age, and to fill available billets in the deep-sea stevedoring battalions.

Under provisions of BuPers Circ. Ltr. 350-44 (NDB, 30 Nov. 1944, 44-1324) applications will be considered by BuPers from men between the ages of 22 and 48 years. Although a college degree is desirable, particularly for appointment as a commissioned officer, formal education will be waived for candidates having outstanding experience. According to the directive, all candidates should have had at least five years of successful civilian supervisory experience in deep-sea stevedoring.

Applications may be submitted to BuPers (Attention P-3665), via official channels, in accordance with the procedure set forth in BuPers Circ. Ltrs. 159-42 (NDB, cum. ed. 45-1022) and 152-45 (NDB, cum. ed. 45-1326).

Telegrams Answering Leave Extension Requests Not to be Sent Collect

Telegrams sent to enlisted men or officers on leave in response to requests for extensions of leave are considered Government business and are to be sent at Government expense. It has recently come to the attention of CNO that, apparently unaware of this provision of Communication Instructions 1944, Appendix III, Paragraph 503(4), some COs are telegraphing such replies collect. While the amount involved is not large, a memorandum from CNO notes, it is felt that naval personnel should not be obliged to spend personal funds for the conduct of official business.

Honorable Discharge Emblems to Be Given To Naval Personnel

Regulations providing for the distribution and wearing of the armed forces honorable discharge emblem, which was announced in the December 1944 INFORMATION BULLETIN, p. 76, specify that the insignia is to be presented gratuitously to officers discharged or separated from the naval service under honorable conditions to enlisted personnel given a type discharge which carries with it the privilege of retaining and wearing the naval uniform as a discharge as of or after 7 Dec. 1941.

Personnel separated or discharged from the service under condition stated above may wear their uniforms from the place of discharge to their home within three months after discharge, and thereafter on occasions of ceremony, with the discharge insignia sewed to the center of the right breast of all outer uniform clothing immediately above the top line of the pocket or approximately in that position if the uniform has no right breast pocket. Each man or woman is to be given several of the insignia, on appropriate backgrounds for wearing with various uniforms.

Personnel who are eligible and who have not received the emblem, may submit requests to BuPers. When forwarding requests, officers should include the original and one certified copy of their separation document; enlisted personnel should enclose their discharge certificates. These documents are also to be presented when applying in person to shore activities authorized to distribute the emblem.

Personnel discharged from the naval service during the war for the purpose of resettlement, as well as members released to inactive duty (but not separated from the service) are not eligible for the emblem.

For details see BuPers Circ. Ltr. 378-44 (NDB, 16 Dec. 1944, 44-1407).
Line Officers and Enlisted Men Invited to Apply for Oriental Language Training

Applications for intensive training in Japanese, Chinese, Russian, and Malay languages are requested from line officers and enlisted men of the regular and reserve components of the Navy by BuPers Circ. Ltr. 376-44 (N.D.B., 15 Dec. 1944, 44-1405).

The courses, which are conducted at the Navy Training School (Oriental Languages), University of Colorado, Boulder, Colorado, are of the following duration: Japanese, 14 months; Chinese, 18 months; Russian, six months; and Malay, three months. During the course of study all students, whether married or single, are required to live in the naval dormitories on the campus.

Applications must be within the age limits of 19 to 29 inclusive and must have completed at least two years of college work which would meet either of these requirements:

1. Have a college record of honors standard and show evidence of a thorough mastery of one or more foreign languages, preferably an Oriental language, Greek or German.

2. Possess a college record of 80% or have an average of 9.6 or rank in the top 5% of the class.

They need not be physically qualified for general sea duty.

Qualified personnel may submit applications to the Chief of Naval Personnel, via official channels, using a form similar to the enclosure published with the directive. Personal interviews will be arranged at a convenient location for applicants deemed qualified. Receipt of application will not be acknowledged by BuPers.

TRAINING COURSE NOTES

Several new training courses and revised, up-to-date editions of others will be made available to the naval service in the next few months. When new editions of currently issued manuals, such as those for BM2e and FC2e, are received at the Bureau of Naval Personnel course distribution centers, they will be automatically substituted for the older publications.

An initial distribution of the new RmD2e training course (confidential) has just been made to all naval vessels with radar men allowed in the complement, to radio material officers, and assistant radio material officers, to radar personnel and to antisubmarine warfare training centers. Additional copies will be made available upon receipt of an official request from the commanding officer of a naval activity. The first edition of the course for SM2e and SM2e (confidential) will be distributed on a similar manner during January 1945.

Copies of the new publication, Training Officer's Guide for Enlisted Advancement, are available now. This guide has been prepared to make available training activities. Details on other distributions will appear in subsequent issues of the INFORMATION BULLETIN and the Bureau of Naval Personnel Training Bulletin.

A revised order blank for Navy training courses, NavaPers 676, is now available from the three activities which distribute the material:

Bureau of Naval Personnel, Training Aids Division, Washington 25, D. C.
Educational Officer, 11th Naval District, San Diego 30, Calif.
Educational Officer, 14th Naval District, FPO, San Francisco, Calif.

To expedite the shipment of manuals and to maintain adequate supplies at each naval activity, OOs and training officers are urged to submit requisitions once every month or two, instead of forwarding frequent small orders.

Navy officers are reminded that four new correspondence courses are on hand at the Naval Reserve Educational Centers at New York, N. Y., Great Lake, Ill., New Orleans, La., and San Francisco, Calif. The naval reserve educational center nearest the FPO address of the vessel or activity in which an officer is assigned should receive the enrollment request from the officer outside the continental limits of the U. S. who are not located within a specific naval district. Titles of the new courses are: Naval Engineering and Electricity (Basic), Communications, International Law, Ordnance, and Gunnery.

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the January 1945 issue of the Naval Service Journal to be mailed into the month of ships and naval activities outside the continental United States and hospitals within the United States treating battle casualties. For information on how to get the discs, recorded exclusively for members of the armed forces, see table on pp. 70-71.


"Now, Sir, about that three-day leave."
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THE INFORMATION BULLETIN IS FOR ALL HANDS

PASS THIS ONE ALONG AFTER YOU HAVE READ IT
IF THERE'S BEEN A BIG CHANGE IN YOUR LIFE....

REMEMBER TO MAKE ONE IN YOUR INSURANCE TOO!

If you wish to change the beneficiary of your Government insurance, because of a change in your marital status or for any other reason, don't put it off—put it in writing! Your Benefits and Insurance Officer will give you full information and proper forms.