

BUREAU OF

APRIL 1944

# NAVAL PERSONNEL

INFORMATION BULLETIN

NAVPER-0

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DESTROYER vs. ATLANTIC

**BUREAU OF**  
**NAVAL PERSONNEL**  
**INFORMATION BULLETIN**

APRIL 1944

NUMBER 325

VICE ADMIRAL RANDALL JACOBS, USN  
*The Chief of Naval Personnel*

REAR ADMIRAL L. E. DENFELD, USN  
*The Assistant Chief of Naval Personnel*

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## One-Two-Three Punch

### 'No Bonfire Ever Lit Up a Horizon As Does the Flaming Crash of Jap Torpedo Bombers at Night'

*The following eyewitness story of action in the Pacific is from an account prepared by two Navy chaplains afloat, as a newsletter to be sent home by members of the crew of a U. S. warship whose identity must, for the present, remain undisclosed.*

#### **First Phase**

For the time being our troubles are over but the past weeks have been full of activity and invaluable experience. We have been members of a mighty team wearing the uniform of our Uncle Sam. We have been cogs in a colossal war wheel which has ground into the dust a few more Japs.

It was like listening to a football game at home on a Saturday afternoon, for example, to hear the Marine landings, as reports came over the ship's public address system. We had to admire the practical, matter-of-fact manner in which they went about the grim business of blasting the Japs. They did much more than we in the

operation, yet it was the work of our group to prepare the way for the invasion. As we heard of them reaching the beaches which had been blasted with ship shellfire we knew that our work had undoubtedly saved the lives of hundreds of leathernecks.

There were thrills on this operation of a different nature from the last. A destroyer came alongside at sea, sent a patient over in a stretcher and rushed off on the prowl. It is quite an experience to see a man transferred from one ship to another with the water rushing between the two ships as they keep right on their course. Another destroyer came by later with a patient, one of the flyers they had picked up in the water. It was a beautiful job of transferring him. They, too, went off looking for Japs. They had proceeded only a short distance when they ran into four Jap ships and what a picnic they had!

The sight of Jap ships burning at sea certainly lifts your morale. The smell of burning wood filled the air

for miles around. Our ship asked if the destroyer needed assistance. "No", came the answer, "we have the situation well in hand."

The afternoon before we did our job, a very noisy part of the operations, we had church services on the fantail of the ship. The pennant which signifies "divine services being held" was being flown from the masthead while over it and all around us great flights of planes were taking off and landing on the carriers, doing their job. Leaving us they dropped their bombs, fought off Jap planes and came back for more fuel and ammunition. So the church services, as far as we were concerned, were very appropriate. They showed the Lord that we were doing the best we could and at the same time asking His help. It is getting to be quite the thing now to have our church hymns mingled with the roar of the plane motors.

On the next morning—bright, cheerful and almost peaceful—we followed an air strike into the islands. We had quite a celebration. Most of the day was spent in company with a few other ships exterminating the Japs and their shore installations with our big guns. At one time during the bombardment some of the Japs came out of a building with a portable five-inch gun. They just about got it set



up and, as though our boys had been waiting just for this, they laid a beautiful salvo right alongside of them. When the smoke cleared away there were no Nips and the "big gun" was a droopy little pop gun which would never pop again.

Starting along the beaches the big guns ranged far and wide. Here an oil storage tank would go up in smoke. A little further there would be fires and then suddenly, with a terrific explosion which seemed to lift a major part of the island with it, an ammunition depot blew up in a geyser of flame and smoke. Then we drew off a little for a momentary lull as the dive bombers, which had been waiting on the horizon the word to come in for their act, appeared on the scene. They came in very high, peeled off one at a time and dropped their 1000-pound calling cards on the buildings still standing. Later the marines landed and received almost no opposition on the beach. We were told that almost 60% of the Jap defenders had been destroyed during our bombardment.

### *Second Phase*

As we finished the above paragraph we thought the letter would be on its way to you shortly. We pulled back into a port for fuel and ammunition. There a surprise awaited us. We

stocked up quickly and without delay, and when all was in readiness, one bright and sunny morning we left port. With a number of battleships, carriers and destroyers we started out on another attack. The Nips were sleeping soundly when our first flight of airplanes gave notice that Uncle Sam's boys were overhead. There is little to say about this. You know what happened from your newspapers. What a shock it must have been to the Nips. What a shock it was to us, too, listening in on the radio the afternoon before the strike to hear a New York news commentator blithely tell the world that our next stop would be just where we were going. Thank heavens the Japs did not believe him and we caught them flat-footed. You have seen the score. Even the Japs in Tokyo admitted this raid made them very unhappy.

### *Third Phase*

Well, we thought that this strike would end our battle proclivities momentarily but we did not even go back to port. Instead we picked up a little fuel at sea and started out again to take another bite out of the Nipponese Empire. This time we were not so fortunate—at least we did not get in with a surprise attack.

Moving along the afternoon before the strike one of our ships saw a submarine in the distance, another saw a Jap plane so we knew that our goose was cooked so far as secrecy was concerned. Just after sunset the Japs confirmed our fears and in came the first of a long series of night attacks. Twice there was a brief lull in the attack after planes were shot down. We thought they had given up and gone home. How wrong we were! But the Japs learned there is nothing so "ornery and mean" as an American sailor hauled from his dreams. After midnight, word came "enemy planes closing." Now we were "mad" and inside 20 minutes four Jap planes had fallen, blazing infernos. There was no sleep from then on. We estimated the worst would come at daybreak. It did.

As the carriers were launching their planes the first Jap torpedo bomber came in. All the ships took a crack at it but still he came. Just before reaching his target it seemed that his steering gear was shot to pieces. As he tried to crash dive a ship, he missed by 30 or 40 feet to burst into flame beside his target. A cheer went up from all the ships and almost in the same breath came the word "Jap plane on the horizon." The plane, another torpedo bomber, was visible to the naked eye, as he looked over the situation. Finally he made up his mind and began his run. Came the word "Jap plane 18,000 yards, closing." Then the gorgeous and colorful sky lost its peaceful aspect as shrapnel, clouds of smoke and machine gun tracers closed in on the target and finally caught

him. A great burst of flame and he fell into the sea. We breathed easier.

The next attack came from a different angle—we could see two planes looking over the group at about 20,000 yards, when three fighters came in through the clouds, cried "tallyho," and right in front of us was the prettiest "dog fight" you would want to see. Two fighters took one plane and one took the other. It lasted only about three minutes as both Japs were down in flames in about that time. The second plane put up a better fight and looked for all the world like a Great Dane trying to shake off a vicious little terrier. But the terrier knew his business. "Splash two Japs."

Suddenly the machine guns on the forward part of the ship opened up very high in the sky. "Dive bomber" came the cry. And there it was. A solitary Nip getting ready to "bomb the pants" off us. He made a fast run and every gun on the ship went into action—he was too high and then started another run on the nearest carrier. All over the formation guns were belching fire. As he came over the carrier he pulled out of his dive, apparently to release his bombs. There our fire reached him and he went into another dive, powerful and unscheduled, his bombs with him. What a sight as black smoke trailed him to a flaming crash which marked off another Nip!

But those Nips never learn and again came the torpedo attack. This one took everything we could give it and almost reached the carrier when he exploded in midair with probably the largest amount of American shot and shell ever put in one plane. There is nothing lacking in the Japs' courage—only it happens we have the perfect antidote for their attacks, the ability to shoot them down.

So while our carrier planes, on their missions, were ruining two of the best Jap bases in the area, destroying shipping, knocking down planes and strafing those on the ground, we were carrying on a little vendetta of our own and the final score for our part of it—night and day attack—was 16 planes. The final score of our whole carrier task force will have appeared in print before you receive this. However, you know that we are busy and doing a good job.

This third phase treated us to a magnificent and awe-inspiring spectacle. No Fourth of July compares to the sight of a formation of ships firing at planes in the dark—no bonfire ever lit up a horizon as does the flaming crash of Jap torpedo bombers at night. It has taught us, too, not to underrate our opponent. His courage is superb and his determination to get us lacks nothing. That's all for now. Will write again soon. Remember us in your prayers.

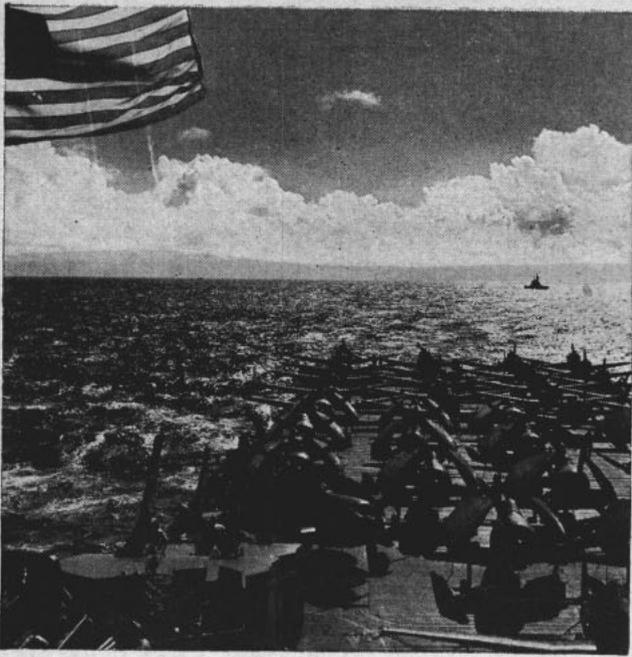
# CARRIER RAIDS:

Four Pages of Pictures on Recent  
Sea-Air Strikes in Central Pacific

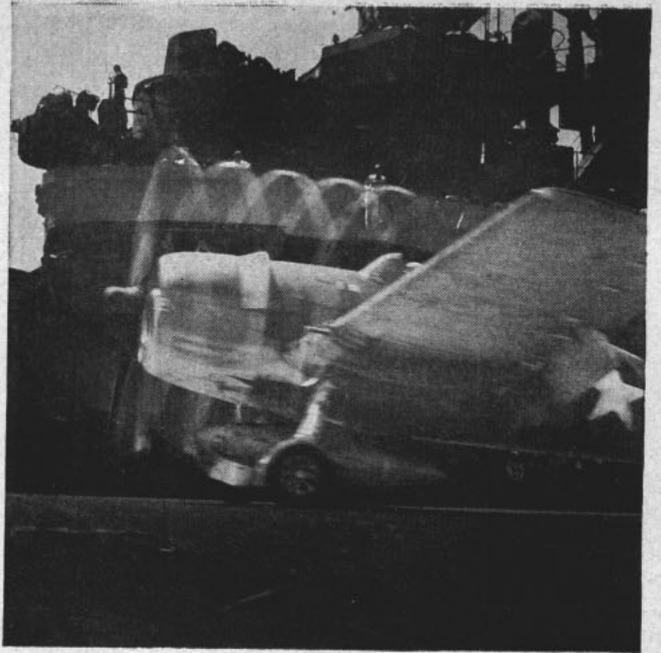


*Torpedo bombers wheel above U. S. carriers in Marshalls. On flight deck in foreground are dive bombers.*

Official U. S. Navy photograph



*GUARDIAN: Battleship of 35,000-ton South Dakota class is seen beyond deck of 25,000-ton Essex-class carrier as they head for Jap base in Central Pacific.*

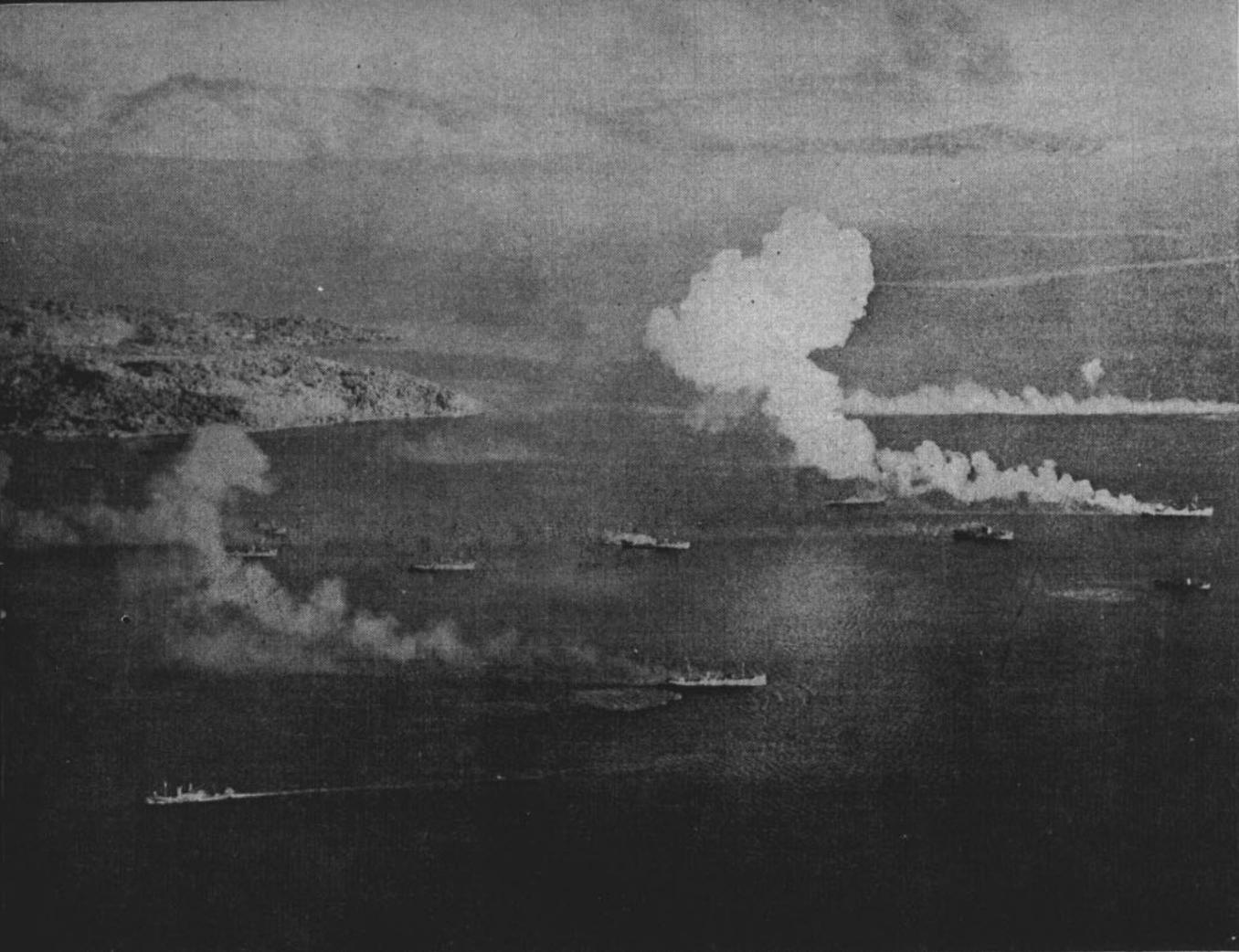


*TAKEOFF: Hellcat roars through light-reflecting spirals of condensed air moisture caused by drop in pressure and temperature at tips of propeller blades.*



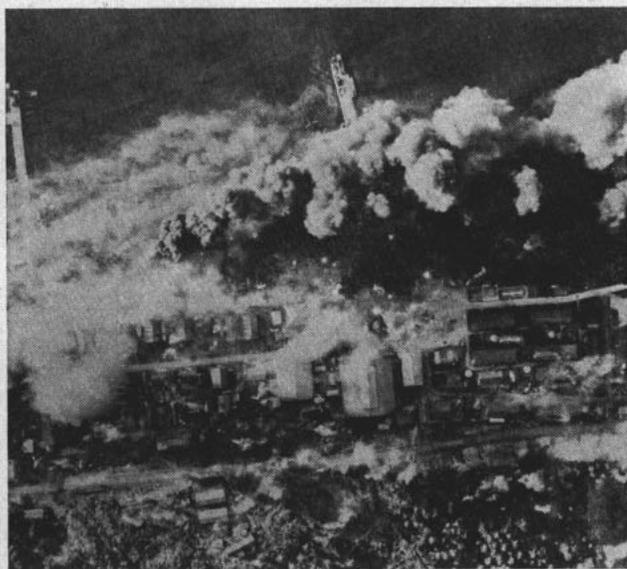
*Carrier fighter pilots smile across tail surface of Hellcat just after shooting down 17 Zeros in Marshalls.*

Official U. S. Navy photographs

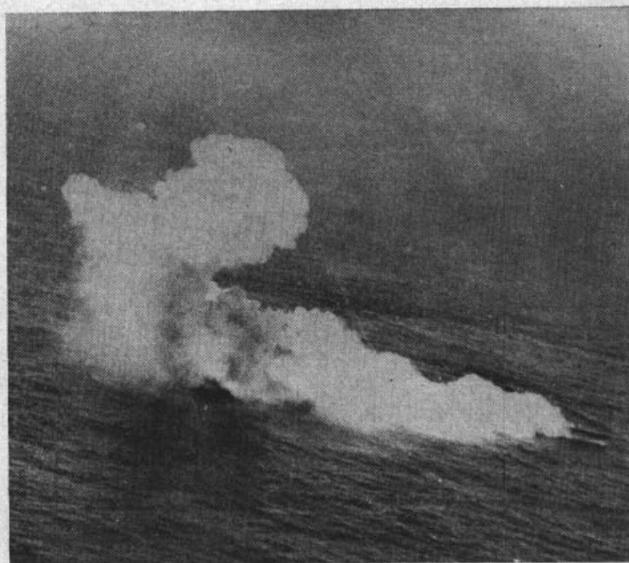


**TRUK:** Planes from a U. S. carrier task force saw this view as they swooped down on Truk in the daring two-day attack that cost the Japs 23 ships sunk, 6 probably sunk and 11 damaged. The Japs also lost 201 planes in the raid,

which, as Admiral Nimitz put it, "effected a partial settlement" for 7 Dec. 1941. Here Jap ships in harbor get up steam in frantic attempt to escape the slashing thrusts of U. S. planes. At least two ships are already on fire; many others wound up on harbor bottom.



**STRUCK** hard was Jap seaplane base on Dublon Island. You're looking down on hangars, repair and supply buildings. Bright spots are exploding incendiaries.



Official U. S. Navy photographs  
**STUCK** by U. S. aerial torpedoes during the attack, this Jap cruiser is shown listing and burning. Note torpedo wake approaching the ship from top center.

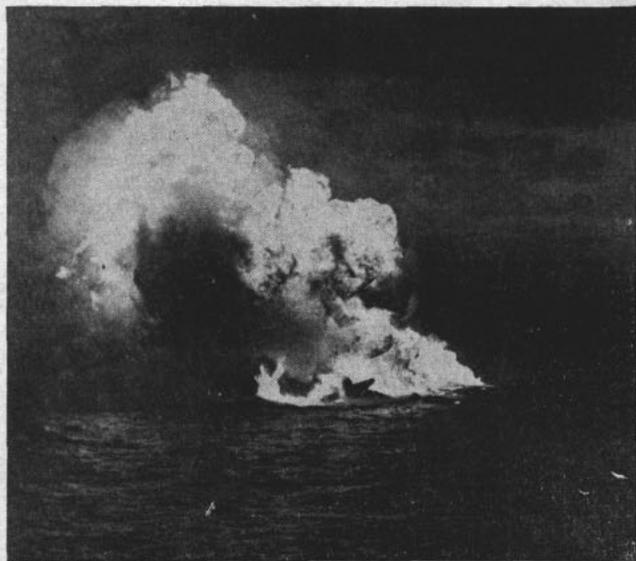


**MARIANAS:** Six days after its attacks on Truk, the same U. S. task force blasted Japan's Marianas Islands. Detected as they came into range of enemy land-based planes, the raiders fought off the Japs for

11 hours—then, in the teeth of the aerial storm, launched their own bombers against bases and shipping at Saipan and Tinian. Above: A Navy pilot guns his plane to take off into a sky splotted with ack-ack from his carrier and protecting warships.

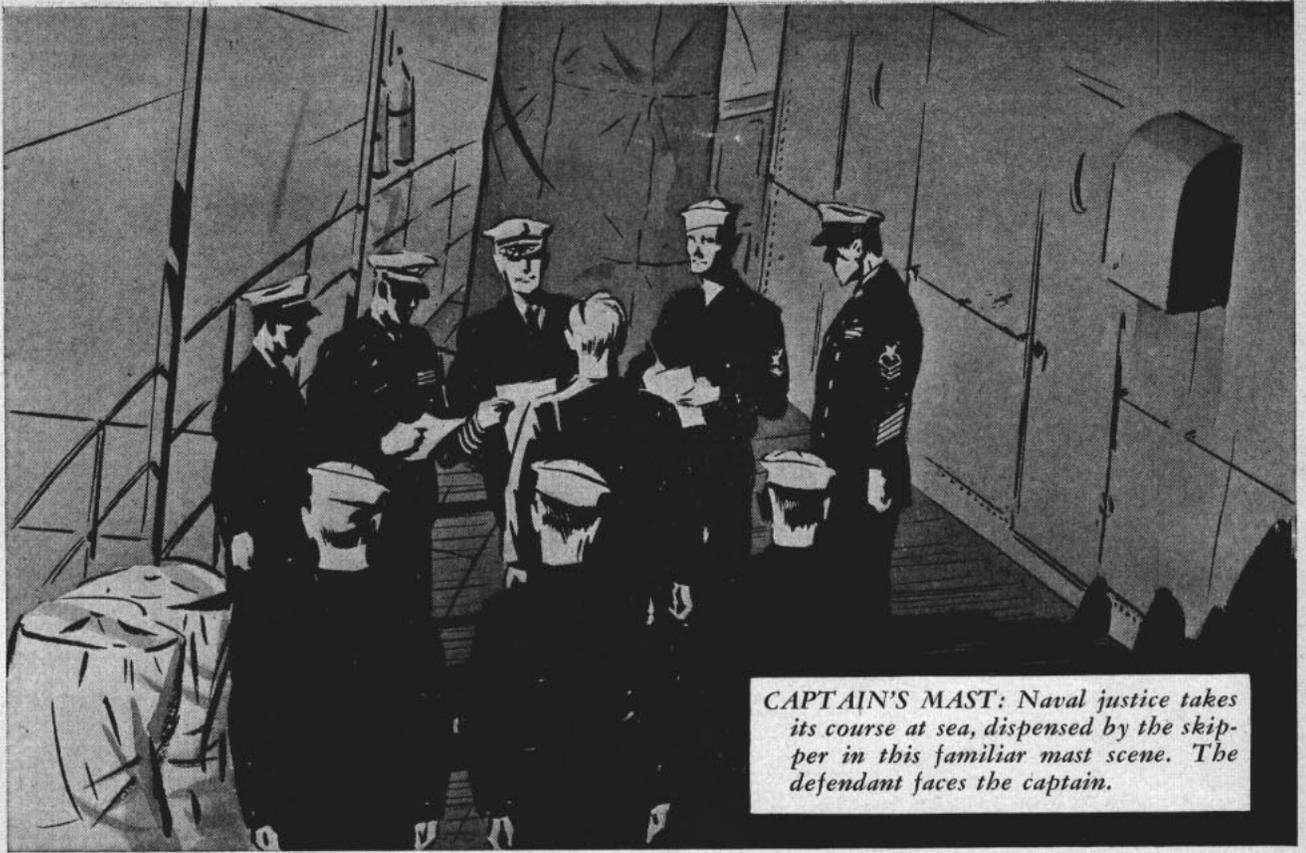


**SPLASH ONE JAP:** Crewmen cheer aboard U. S. carrier in Marianas as enemy plane, shot down by guns of their task force, hits water behind cloud of smoke.



**AND ANOTHER:** Spouting flames, a Jap plane sinks beneath the surface off Saipan—one of 14 shot down by U. S. ships as our planes battered the enemy base.

Official U. S. Navy photographs



*CAPTAIN'S MAST: Naval justice takes its course at sea, dispensed by the skipper in this familiar mast scene. The defendant faces the captain.*

## More Than an Even Break

Naval Court Procedure Differs From Civil Ways  
But It Guarantees Justice For All Personnel

"Equal Justice Under Law."

Those words have a deep meaning for all Americans. They symbolize a vitally important aspect of the democratic heritages for which our men are fighting all over the world.

Generally construed as referring to civil law, "Equal Justice" is nevertheless the prerogative of the men and women who serve today in the U. S. Navy.

The Navy operates outside of civilian jurisdiction, with a system based on disciplinary code and procedure, operated solely by and for naval personnel.

But one of the outstanding features of naval justice is that it grants automatically and without a request, to all defendants found guilty—to those who plead guilty and those who plead their innocence—more reviews (in effect, more appeals) than ever are accorded a defendant under civil law.

This fundamental fairness of the naval disciplinary system should not be confused with leniency. With the United States fighting in the greatest war in history, adequate punishment consistent with the nature of the offense can and should be expected.

Naval justice is designed to be speedy and efficient. The guilty may expect adequate and fair punishment, but the rights of the guilty are pro-

tected all along the line. In civil life, a defendant goes to prison and serves his sentence if he pleads guilty. The fact that the indictment on which he was tried is defective does not matter if his lawyer fails to discover it. If he pleads guilty, he pays the penalty. In naval justice, all specifications (the Navy equivalent of an indictment) are reviewed, and all fatally defective specifications are thrown out. In such cases, the defendant may, of course, be tried again if the authority who convened the court-martial that originally heard his case sees fit, provided the accused has not served any portion of the sentence.

Naval justice is based on written and unwritten law. The written law comes from the Constitution of the United States, statutory enactments of Congress, Navy Regulations, orders and instructions. The unwritten law comes from decisions of the courts, decisions of the President and the Secretary of the Navy; opinions of the Attorney General of the United States and the Judge Advocate General of the Navy; court-martial orders, and customs and usages of the service.

The keystone of the naval disciplinary system, if any one body of law may be called the keystone, is the Articles for the Government of the

Navy, 70 in number and embodied in the statutes of Congress and as the first 70 articles contained in Navy Regulations. These articles have their foundation in the disciplinary system of the British Navy and in the first articles to govern the American Navy, adopted by the Continental Congress on 28 November 1775, known as "Rules for the Regulation of the Navy of the United Colonies."

Administering the colonial navy was the Marine Committee of the Continental Congress. John Adams, who later became the second president of the United States, wrote the initial set of rules. The rules did not meet with the approval of John Paul Jones, the great naval hero of the colonies, but remained in force until 2 March 1779 when a naval code of 50 articles was adopted.

There were even state laws relating to naval discipline during the Revolution. The Continental Navy was fighting the British, but so also were the naval vessels sailing under the flags of 11 of the 13 original states.

The Constitution of the United States gave Congress power to establish rules and regulations for government of the Navy, but there was little public interest in the Navy after the Revolution and nothing further was

done until 1798. In that year, Congress established the Navy Department and adopted the original draft of the Articles for the Government of the Navy.

Naval law of today had its inception in ancient times, in the laws of Rome and of other Mediterranean cities and states which were codified into the sea law of the Republic of Rhodes. In turn, the laws of Rhodes became the foundation for what was known as the Code of Oleron, the body of naval law used by Richard Coeur de Lion at Marseilles, when he was organizing his naval units for transportation of the army to the Crusades in the Holy Land in 1190.

The name of the latter code is believed to come from William de Forz of Oleron, one of the five commanders who served under Richard and later became one of the lawmakers of the British Navy. Richard introduced the code to England when he returned from the Crusades.

Eleanor, Duchess of Guinne and mother of Richard I of England, originally compiled the Code of Oleron and parts of it were included in the *Black Book of the Admiralty*, a collection of manuscripts on naval law published in the 15th century. This book, the real foundation for present-day British sea law, was lost late in the 18th century and discovered in 1874 in an old chest. It had been written in Norman-French, then the language of the English court.

The aims of modern democracy and justice are carried out in today's administration of naval law but, under the Code of Oleron, offenders were punished by the rule of "an eye for an eye and a tooth for a tooth." For example, here are some of the penalties contained in the code:

"Anyone that should kill another on board ship should be tied to the dead body and thrown into the sea.

"Anyone that should kill another on land should be tied to the dead body and buried with it in the earth.

"Anyone lawfully convicted of drawing a knife or other weapon with intent to strike another, or of striking another so as to draw blood, should lose his hand.

"Anyone lawfully convicted of theft should have his head shaved and boiling pitch poured upon it and feathers or down should then be strewn upon it for the distinguishing of the offender; and upon the first occasion he should be put ashore."

Even as late as 1750, additional offenses were made punishable by death, and flogging was still the penalty for many infractions. Sailors tossed into the ship's brig frequently found themselves in irons. Courts-martial were held on deck when the weather permitted. Floggings usually were administered on deck, in sight of all the men of a ship. Such was the naval justice of yesterday. Now for that of today.

Reducing present-day naval justice to a common denominator, take the hypothetical case of Seaman Second Class Mac, an average American youth in the service, an individualistic fellow, vigorous and patriotic, one who works hard when he works and who likes to play, one of those fellows who can and does get into trouble once in a while.

Mac is new to the Navy. Maybe he had volunteered, maybe he had come in through Selective Service, maybe

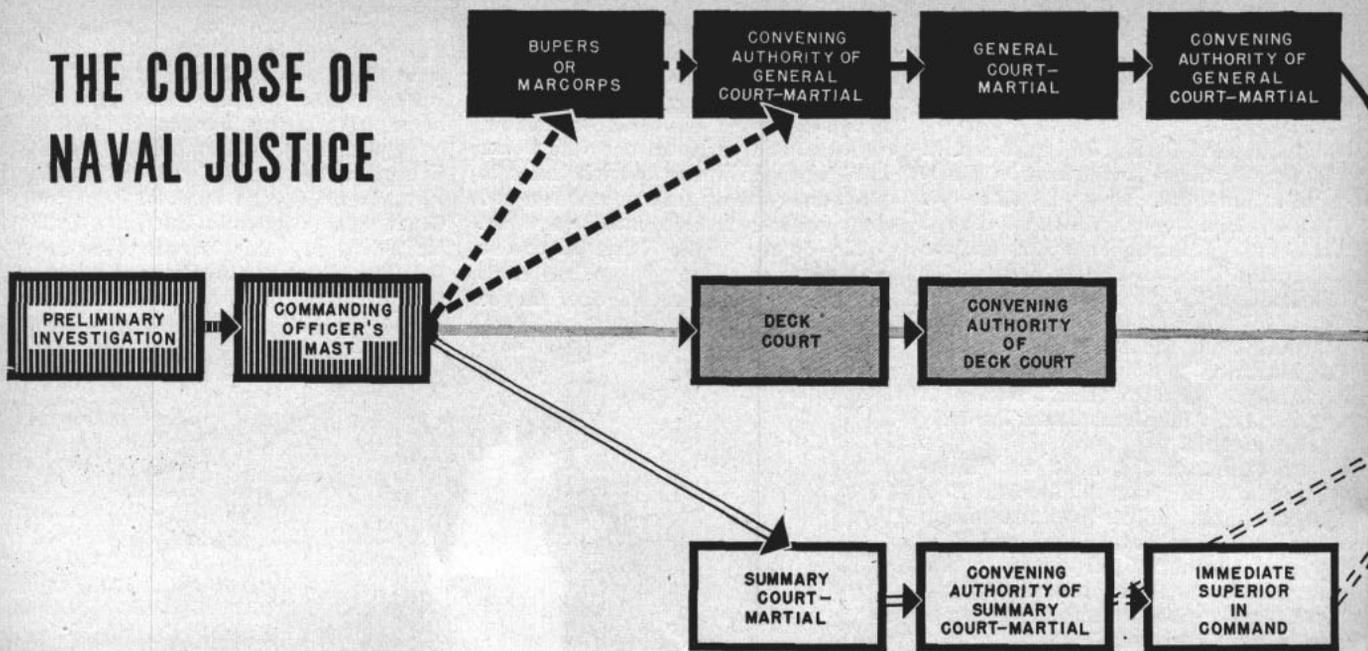
he had been signed up in the reserve and then called to active duty. Anyway, Mac's in the Navy now.

Behind him are his home, the old home town and a system of justice he remembers by such names as Police Court or Mayor's Court, Common Pleas Court, Circuit Court or Superior Court, State Supreme Court, and then too, as he probably knows, there are the Federal District Court, Federal Circuit Court of Appeals, and last and



*BEST WAY to keep out of trouble is to know—and avoid—what will get you in. Articles for the Government of the Navy are posted in every ship and station for every man to read.*

# THE COURSE OF NAVAL JUSTICE



highest of all, the Supreme Court of the United States.

By different names, he learns of a series of naval courts convened variously for different types of cases. Lower civil courts never try the more serious offenses. The same is true of naval courts.

First of all in the Navy's legal system is Captain's Mast, the name derived from sailing vessel days when a captain literally held court before the mast for all men charged with offenses against naval discipline. Here punishment is promptly awarded in accordance with Navy Regulations, or, if the information furnished at mast indicates the need for further introduction of evidence or the award of punishment more severe than can be awarded without formal trial, then the Captain says "Deck Court" or "Summary Court."

The Deck Court consists of a Deck Officer appointed by the captain to sit as trial judge, jury and prosecutor. Summary Courts, where three officers sit as judge and jury, are for more serious offenses charged against enlisted personnel, up to and including chief petty officers.

For the most serious offenses against Navy law, there are General Courts-Martial, for officers and enlisted personnel, with five to 13 officers sitting as judge and jury.

Now to get back to Mac, a good sailor with a good record until he got into trouble one night.

Mac's trouble was the same as most sailors who get into serious trouble with naval authorities, going "over the hill" one way or another—A.O.L. (absent over leave) or A.W.O.L. (absent without leave) for a few hours, a day, a week, a month or more (the more time away, the worse the violation of naval law, the more chance for

trial by a higher or highest Navy court and the greater the penalty).

Mac went to town on liberty one night. To hear him tell it later, he just had a few beers at Bill's Tavern on the main corner. A lot of other Macs were there. So were some G.I. Joes and a few civilians. There was fellowship, good cheer and good beer. Anyway, Mac said he drank nothing but beer that evening.

The next morning when Mac awakened, he rubbed his eyes, gripped his forehead and groaned. It was hangover morning. He blinked at the sun shining through the windows and then took a panicky look at his watch.

That one look plunged him into grief. It was noon and Mac had been due back at the station by 0800. He already was four hours A.O.L., first time he'd ever been late for duty even after a large night. What to do?

Go back now and face the music?

Already "in dutch," stay in town and make another night of it?

After all, a good stiff shot out of a bottle with a green revenue stamp was good medicine for a hangover. Yes, and have another good time to remember as he sat it out in the brig?

The hangover didn't contribute to an intelligent decision. Mac's brow broke into a cold sweat. His pulse was weak. His head ached. Mac falteringly felt his way into the bathroom and took a shower. Boy, it felt good. He dressed hurriedly. Downstairs in the coffee shop, some coffee and ham and eggs brought him back to life, back to the point where he was ready to reason his way out of his dilemma.

First of all, let's assume Mac wanted to do the right thing. He realized that he had been on a binge, that he was hurting the Navy and himself by being A.O.L., that the best thing to do was to beat it back to the gates of his

shore station where the marine guards were ready to greet him.

Mac went back, and the OOD logged him in. This clinched the evidence against him, but it also was a protection since it proved at least that he wasn't out longer. His immediate superior, a young lieutenant named Bartlett, knew Mac was A.O.L. because he'd been absent at morning muster.

Mac went in to face the music.

Mac told his story. He told the truth, assuming he had drunk nothing but beer—"just a few beers, sir!!"

First, he got a good dressing down. And then—"I'll have to take you to the executive officer," said the lieutenant. It was just a few minutes walk to the Administration Building where the exec's office was located. Mac's brow broke into another sweat. He walked into the exec's office. He had never reached such a high place in Navy calls before. Lieutenant Bartlett made a report of the case.

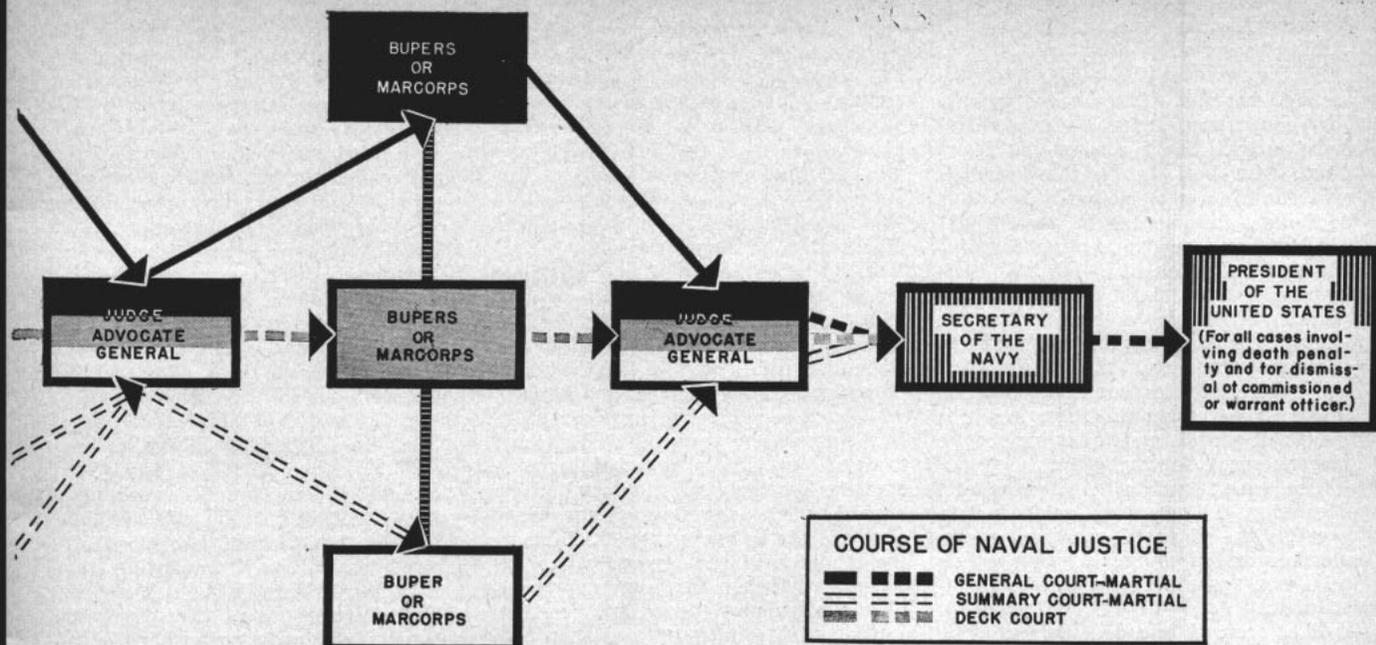
"Five hours A.O.L.," noted the exec, a naval officer young in years but growing old in experience. "What have you to say for yourself?"

Mac told the story again—just a few beers, he must have been sick, and he had overslept.

"Well," said the exec, "I'll have to enter your name on the report book for Captain's Mast. The master-at-arms will notify you when to appear before the captain."

Mast—Mast—Mac pondered the word. He had been informed of the nature of Captain's Mast when he entered the Navy. The word mast was rather awesome to him.

It was Mac's first introduction to naval justice, and it wasn't long in coming. A master-at-arms notified Mac that it would be at 1100 next day in the big hallway just outside the captain's door in the administration build-



ing. He was made a P.A.L. (prisoner-at-large).

Mac faltered through the afternoon, did a halfway job, ate sparingly, tossed half the night and awoke with trepidation. He gulped down two cups of coffee for breakfast and sharply at 1100 he was in the passageway outside the Captain's office. As he approached, he found a small, orderly group. In the middle of the hallway, facing him, was a speaker's stand. On it were the service records of the men called before the captain. Around the stand were the exec and the exec's yeoman. On the left was Chief Master-at-Arms Jones, plain-spoken Navy veteran who handled those coming up before the mast. On the right, ready to answer questions from the captain about Mac, was Lieutenant Bartlett. The master-at-arms assembled the men ordered to Mast and called them to attention as the captain entered.

Mac had a swift arraignment. The captain read the executive officer's Mast book. Mac didn't deny he had been A.O.L.

"This is your first offense. I see," said the captain. The lines in his face lost their tenseness. "What have you to say for yourself?"

Mac told his story.

"Yes," exclaimed the skipper. "The same old story, just a few beers last night, but it's not a story you ought to be very proud of. You haven't learned to drink like a man, have a good time and still get back to the job. You haven't been fair to yourself, and you haven't been fair to the Navy. The United States is at war. Your time and the time of every other man, patriotically devoted to working and fighting, means everything to our war effort. You have injured yourself and your country.

"But"—he paused—"I see it's your first offense. . .

"Ten hours extra duty," he declared. "Remember, it won't be so easy the next time. In fact, there had better be no next time. Understand?"

"There'll be no next time, sir," Mac said. He did an about face as he was dismissed and breathed a deep sigh of relief.

Mac began to pull himself together. But he wanted no more of it. All he wanted henceforth was to do his job and keep his slate clean and get ahead in the Navy. And the Navy, far from being vindictive, was giving him his chance.

So far, so good. But what about the other Macs whose A.O.L. in some cases run into weeks or who knock off for a few days A.W.O.L., going "over the hill" without leave? How does Navy justice work for them?

A second Mac already had been at Captain's Mast for being almost a day A.O.L. He paid the penalty, shrugged his shoulders nonchalantly, and a month later, on a big week-end, he went four days A.O.L. He liked the girl friend so well that he had several dates with her. The Shore Patrol rudely terminated the affair. He landed in the brig back on the base.

"Second offense," affirmed the skipper. "Trial by Deck Court."

This Mac wasn't a sea-lawyer, one of those guys not a lawyer but who knew the book pretty well. However, the night before, he had read over Article 64 of the Articles for the Government of the Navy. He knew that a Deck Court officer could give him any one of a number of rather severe penalties.

Mac did some fast thinking. The penalties ran through his mind—solitary confinement up to 20 days on bread and water or on diminished ra-

tions; solitary up to 20 days; confinement up to 20 days; reduction to next inferior rating; deprivation of liberty on shore on foreign station (this didn't matter, he was in the good old U. S. A.); and extra police duties and loss of pay.

This Mac didn't want to trust his legal fortunes to a single officer, a Deck Court officer who, as he knew, acted as judge, jury and prosecutor, by appointment of the captain.

Mac had read some more in the book. He knew he didn't have to stand trial by Deck Court unless he wished. He could ask for trial by Summary Court Martial, with three officers instead of one to judge him.

"I'd like a Summary Court," he told the captain.

"Trial ordered by Summary Court-Martial," said the captain.

Later that day—naval justice moves swiftly—Mac received a copy of the specification charging four days A.O.L., stated briefly in simple terms.

Mac was informed of the time and place of the Summary Court session—next Monday, in the station conference room, Administration Building. The court was composed of the senior member (presiding judge), Commander Vernon, with Lieutenant Calhoun and Lieutenant Oliver as members and Ensign Zilmer as recorder—meaning prosecutor.

Mac knew he was entitled to defense counsel—an officer of his own choice, if that officer were available, or an officer to be named by the convening authority. Mac was acquainted with Lieutenant Thomas, division officer of a unit in which one of Mac's close friends was a yeoman. He like the lieutenant pretty well and decided to ask for him as defense counsel. The request was granted, because Lieu-

tenant Thomas was available and willing to serve.

Mac went over the case with Lieutenant Thomas. They knew without any doubt that under Navy law Mac was guilty. The record would prove that. The best thing, they decided, was for Mac to plead guilty and then to make a statement in his own behalf.

There was one redeeming factor—his fine battle record. He had been commended by his skipper a few months before for action against the enemy and for jumping overboard to rescue a shipmate. Mac decided, on the advice of Lieutenant Thomas, to make a statement in regard to his length of service and to let his service ribbons speak for themselves.

The case went to trial. Mac and Lieutenant Thomas had decided not to exercise the right of challenging any member of the court, believing a fair trial was assured by the court as constituted.

The accused pleaded guilty. The senior member then warned Mac as follows: "It is my duty as senior member of this court to warn you that by your plea of guilty, you deprive yourself of the benefits of a regular defense. That is to say, you cannot after

such a plea of guilty go ahead and introduce evidence to prove that you are not guilty. You may, however, introduce evidence of mitigating circumstances in extenuation or of previous good character. Do you understand what I have just explained?" Mac stated he understood. "Understanding this, do you persist in your plea?" Mac stated he did so persist.

In view of the plea no witnesses were introduced.

Mac was now informed that he had the privilege of making a voluntary statement in his own behalf, that such statement would not be under oath, would not be subject to cross examination and was a personal declaration; it could not legally be acted upon as evidence by the court nor could it be a vehicle of evidence. Such statement may operate in two ways: (1) to modify the plea of the accused when inconsistent therewith; and (2) as a plea for leniency, which may not be considered by the court except in recommending the accused to the clemency of the reviewing authority. Mac's statement, brief and to the point, was as follows: "I respectfully call the attention of the court to my youth and my good battle record. I request the

court and the convening authority to be lenient with me." This oral statement certified by the recorder as the true substance of the statement of the accused was appended to the record.

The court was cleared. The recorder was recalled and directed to record the finding that the specification had been proved by plea. The recorder stated that Mac had no record of previous convictions, since mast punishments are not considered to be previous convictions. The court was again cleared and the recorder again recalled and directed to record the sentence of the court as follows:

"The court therefore sentences him, Mac, S2c, U. S. Navy, to be confined for a period of two (2) months, to lose twenty-seven dollars (\$27.00) per month of his pay for a period of two months, total loss of pay amounting to fifty-four dollars (\$54.00)."

Under naval law, the convening authority may grant or withhold clemency. Thus, in this case, the captain could give great weight to Mac's statement and remit the sentence—wipe it out entirely—or he could mitigate it if he wished, cutting down the time of confinement and loss of pay. But he couldn't commute (change to a different punishment) the sentence of the court.

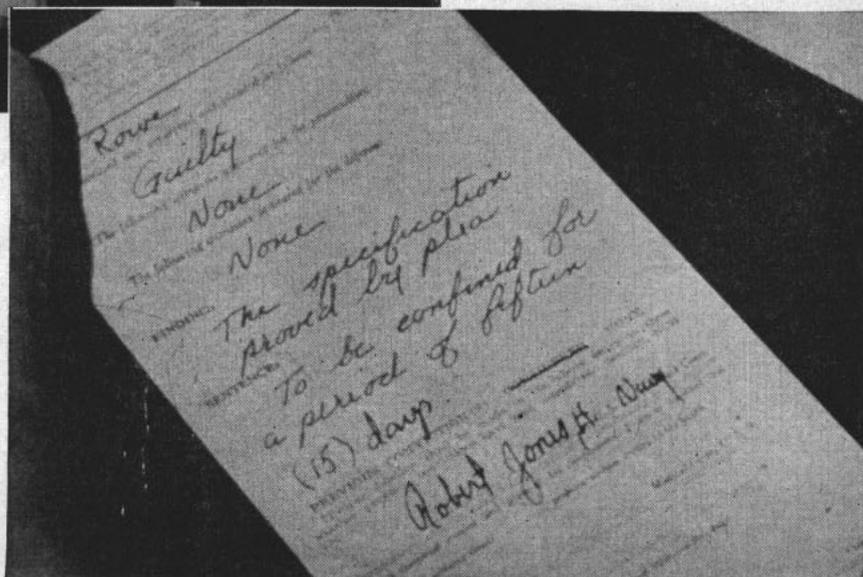
"Two months' confinement and one month's loss of pay," reasoned the captain. "The fellow has an A-1 battle record, but that's just it—we're at war. It will be fairer to the Navy to let the entire sentence stand. It appears just, under all the circumstances in this case.

"Furthermore," thought the skipper, "his offense would have been even more serious and the penalty much greater, had he been A.O.L. from a ship instead of this shore station. We are proud of battle records, but countless thousands of our men have been

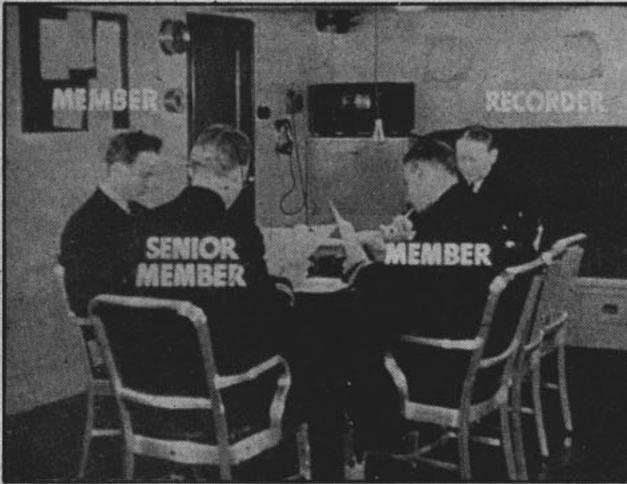
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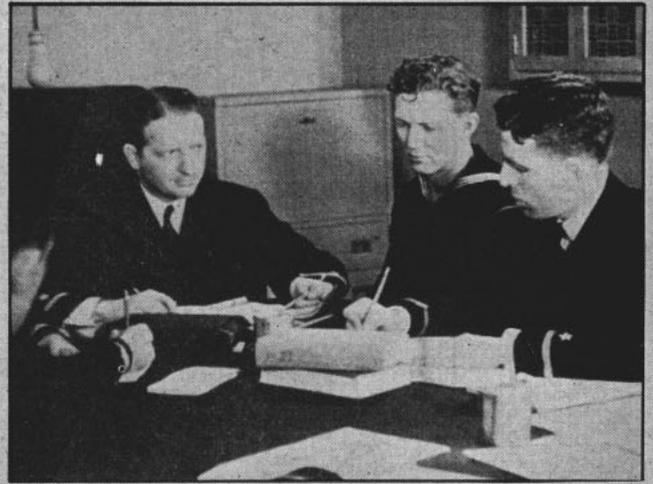
**TRIAL BY DECK COURT:** The officer at left has been designated by the captain to act as trial judge. Before him (center) is the defendant, and on the right stands the yeoman who is serving as recorder for the proceedings. The proceedings and findings of the deck court are recorded on the form shown at right. Under the name of the defendant is his plea—in this case, guilty—followed by information as to witnesses, the finding, the sentence and the signature of the deck court officer.



# Scenes in Summary Court-Martial



Court consists of three members and recorder, shown seated in their proper positions around table.



Defendant sits between defense counsel (right) and recorder, who serves as prosecutor in the case.



Court in session: Recorder, standing at opposite end of table from senior member, reads specification.



Witness—here a city policeman—testifies as yeoman, between him and recorder, serves as stenographer.



Court cleared, members meet to reach verdict, and, if defendant is found guilty, to determine sentence.



Sentence, before being executed, is approved by officer who ordered court (and his immediate superior).

# THE CAMERA:

## *Our Aerial Spy*

The parlor stereoscope of grandma's day has become the Mata Hari of World War II.

The recent daring flight of two Liberator reconnaissance planes over Truk 12 days before our attack has brought vividly to the attention of the public the vital role aerial photography plays in naval operations, and the importance of interpretation of the photographs that reconnaissance planes bring back. Here, for example, is a report on an enemy airfield in the South Pacific by one of the Navy's photographic interpreters:

"Forty aircraft occupy the field, of which 20 are Mitsubishi 01 twin-engine bombers, and 20 are Hamp fighter craft. Four bombers and two fighters are wrecks. The coral surfaced section of the runway is being extended 450 feet at the ends. Its present dimensions, including extensions, being 3,900 by 90 feet. There are three new antiaircraft batteries of four guns each northwest of the bomber taxiway loop."

While photographic interpretation on the present scientific basis is a product of the present war, the Navy first made aerial photographs in 1914. In March, 1916, aerial photographs were made of old Fort Morgan before it was subjected to firing practice by the USS *New York* and the USS *Arkansas*. A Speed Graphic camera with cigar-box boards around the bellows as a protection against wind pressure was

utilized, and good photographs were obtained.

It was decided to develop a telephoto camera for use at higher altitudes. This resulted in the production of the first strictly hand-held aerial camera manufactured in the U. S. It was tested successfully in December, 1916.

A Naval School of Photography was established at Miami, Fla., after World War I started, and approximately 9 officers and 80 enlisted photographers had qualified in this school prior to the armistice. Photographic laboratories had been established at all naval air stations in the U. S., the Canal Zone and Hawaii when the war ended.

In peacetime the Navy found aerial photography valuable in recording fleet firing practice and aerial bombing. Of equal importance was the motion picture record of planes landing on carriers and being hurled from catapults, when a study of slow motion pictures were required.

In more recent years aerial mapping has been used increasingly to supplement old survey methods. Thousands of square miles of Alaska were photographed by the Navy for the Departments of Interior and Agriculture. The Hydrographic Office, nearly every year since 1921, has sent out photographic mapping parties to Cuba, South and Central America, and to the Aleutian Islands.



Great strides were made in photographic interpretation after the British evacuation of Dunkirk in 1940. Then, with the European continent completely shut off from the British, with espionage agents and paid informers unable to get their reports through to London, the RAF turned to aerial photo interpretation.

Shortly afterward, nine Navy and Marine Corps officers went to England and studied the British methods and engaged in actual operational work with the RAF. Upon their return to this country they were given permission to set up a photo-interpretation school at the Anacostia Naval Air Station. The school's first classroom was a leanto built against a hangar.

Among the many difficulties encountered during the early days of the school was the shortage of instruments. The first piece of equipment was an old-fashioned stereoscope—the instrument that brought so much en-

A heavily loaded Liberator takes to the air on a reconnaissance mission.

Official U. S. Navy photographs





'Shots' from this giant camera can be more deadly than bullets.

joyment to the American family a generation ago. In the stereoscope's ability to combine the images of two pictures, taken from points of view a little way apart, into one three-dimensional image lies the basic principle of photo interpretation.

Officers in the photo-interpretation school are taught to read maps, to identify aircraft and ships of all countries, to recognize types of enemy equipment, transportation systems, industrial installations, and other subjects likely to be encountered in a photograph of enemy territory.

If, for instance, a picture of a

bomb-blasted cement factory turns up, the photo interpreter first must recognize it as a cement factory, next be able to tell whether the damaged portion is one which will take weeks to repair before the factory can resume production or one which can be put into shape in a matter of hours.

Railroad systems must be thoroughly understood so that troop movements can be detected and understood. Harbor capacities must be known in order to determine potential size and strength of any force the enemy might choose to place in a certain harbor. The same holds for airfields.

Since the first class entered the Anacostia school in January 1942, about 595 Navy and Marine officers have finished the 10-week course and gone into the field to carry on their invaluable work.

An officer who had been in command of a fighter squadron at Guadalcanal, in the States recently for a rest, was asked what he thought of photographic interpretation.

"It isn't a question of whether we like it or not," he said. "We never move without it."

While photographs often are taken from bombers and fighters, or by

TOP photograph below shows ground crewmen placing a K-18 aerial camera in the bomb bay of a Liberator.

CENTER: Four cameras are mounted in the bomb bay furnishing any combination necessary on a mapping mission.

BOTTOM: If Jap planes strike, this photographer's mate can handle a .50-calibre machine gun as expertly as he does a camera.



Exposed film is rushed to these trailer "labs" for processing.

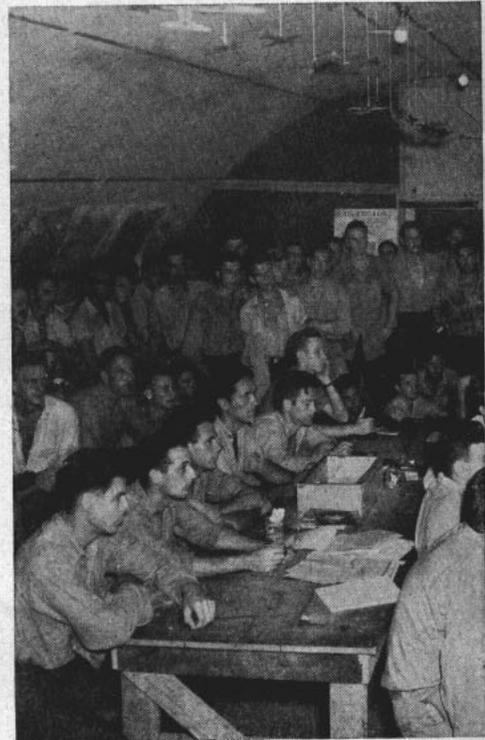
special units attached to bomber or fighter squadrons, nearly all the photos used for interpretation are produced by the Navy's four photographic squadrons. Each squadron has about 45 officers and 350 enlisted men, six B-24s and six fighter-type planes. Additional photographic squadrons will be commissioned as trained personnel becomes available. The photographs illustrating this article are of Photographic Squadron 1, based on Guadalcanal.

Most photographic planes carry at least five cameras. In a bomber the photographic equipment is installed in the bomb bay. One camera, mounted on the floor, takes vertical pictures, and two others on each side of it take oblique pictures. Photographers make parallel runs over an area and get pictures that overlap up to 60%. The interpreter can study the overlapping portions under a stereoscope and estimate very closely the dimensions of buildings and airfields, provided he knows the altitude and angle from which the photos were made.

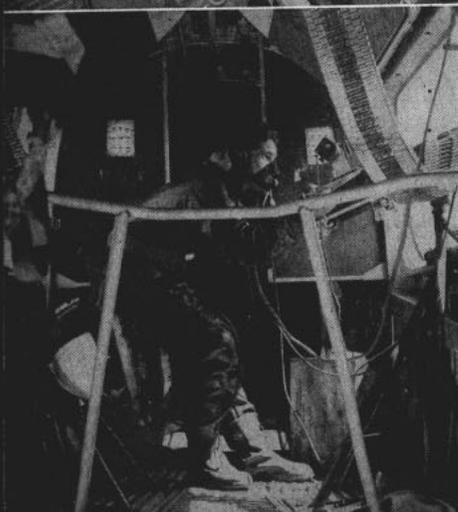
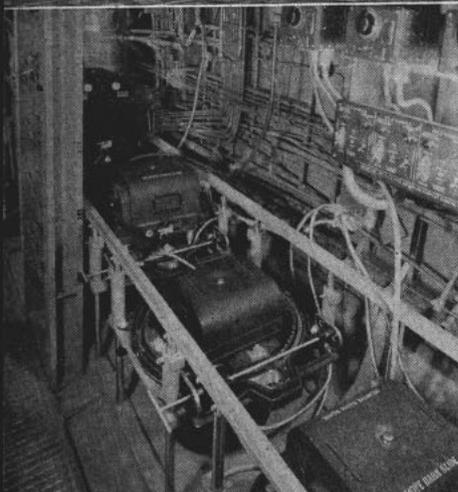
The standard aerial camera used by the Navy and the Marine Corps is the product of many years of research, study and development. Designed by the Navy, and manufactured by Fairchild, it is known as the F-56. This camera is electrically operated and contains a shutter with speeds up to 1/300th of a second. It is furnished in focal lengths from 5¼" to 40". It uses roll film up to 225 exposures, 7" by 7" negative size. Aperture openings vary from F.4 to F.8.

One of the most revolutionary developments since the war started, one that is still being improved, is the Sonne continuous-strip camera. It can be synchronized with the speed and altitude of planes so that it takes a continuous photograph, either in black-and-white or color. Use of this camera eliminates the tedious task of matching together hundreds of individual pictures.

A few years ago, color film had to be sent to the manufacturer for developing. Today, as the result of extensive research, color film can be processed by photo units in the field. Use of color filters, and the infra-red film that distinguishes between the chlorophyll green in green paint and the natural green of foliage, breaks down enemy camouflage. Camouflage may fool a pilot so that he hesitates too long in that split second for bomb release, but it cannot fool the camera's eye.



BRIEFING: The commanding officer of a photo reconnaissance squadron based on Guadalcanal





Buildings, gun emplacements stand out under this stereo viewer.

At the beginning of the war a large vertical camera cost \$4,100, but mass production has brought the price down to \$2,700.

With one of these, a plane flying 300 miles an hour at 35,000 feet can take pictures so clear that an enlargement will show the individual ties in a railroad track. Since aerial cameras are focused at infinity, they record valuable ground details not visible to the observer's eye. On a photograph taken at 20,000 to 30,000 feet, a plane

on the ground would be about 3/50ths of an inch across the wings.

Before the campaign started at Munda Point, in the South Pacific, a reconnaissance flight was made over Munda, with no expectation of finding military activity there. However, the pictures brought back showed that there was work being done in the midst of an innocent-looking coconut grove under the coverage of the trees. Only two bare spots were visible through the trees, but they were enough to arouse the suspicion of our interpreters, and more photographic coverage was ordered. Within a week our interpreters were able to tell positively that the Japs were building an airfield on Munda Point.

Besides disclosing enemy activity, aerial photography is valuable for mapping purposes. Maps of many Pacific islands and atolls are sketchy and unreliable. Before the Navy undertakes any amphibious operation, photographers are sent on reconnaissance flights. Beaches and surrounding terrain are thoroughly mapped and studied. From these photographs it is possible to tell the slope of the beach, where the enemy machine-gun nests are located—even the type of sand on the beach. The latter information can be determined by the seaweed cast up on the beach, piles of shells, the location of the scarp line, and the height of the breakers. From aerial photos of the beachline, interpreters are able to determine the depth of water at any point where a landing is contemplated.

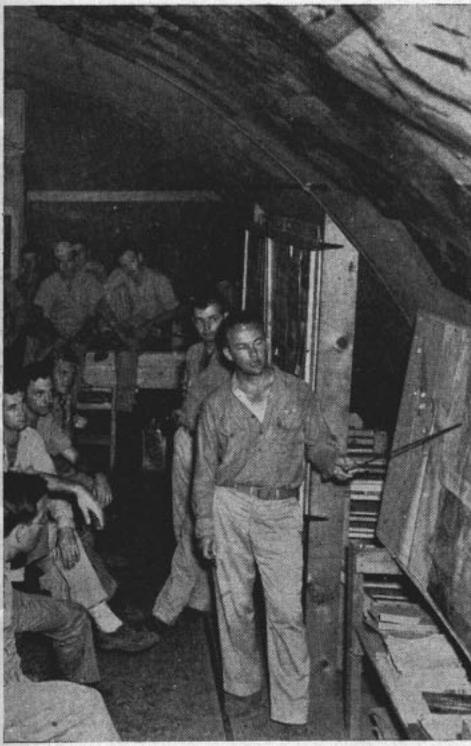
Speedy fighter-type reconnaissance planes often follow close on the heels of bombers to record the damage to enemy installations. They also make periodic flights to check up on enemy activity. With adequate aerial reconnaissance, it is like playing poker when you can see the cards in your opponents' hands. The element of surprise is eliminated.

Since Wake Island fell to the Japanese on 24 December 1941, following

TOP: This package, settling down on Rendova, contains photos taken over Munda. A photographic unit will process the film.

CENTER: Assembling a panorama of the Empress Augusta Bay shoreline. Marines made good use of it in their invasion.

BOTTOM: A field photographic trailer is one of the first pieces of equipment landed in setting up an advance base.



Official U. S. Navy photographs explains a forthcoming mission to officers and crewmen of three Liberator camera planes.



Official U. S. Navy photographs

*HISTORY: W. L. Richardson, MM2c, took the Navy's first aerial photograph from this early-type hydroplane (above) in 1914. The pilot was Lieut. E. F. Johnson, USN. Below: Two years later Richardson used this Speed Graphic, enclosed in cigar-box boards, for aerial photography. Mr. Richardson now is a civilian administrative assistant in BuAer.*



the epic stand of the marines, we would have had no knowledge of what the Japs are doing with it, except for aerial reconnaissance. On 2 January 1942, American airmen flew over Wake to determine how much progress the Japs had made in fortifying the island. On 14 February another set of pictures was made.

Under the magnifying glass, photos revealed that the Japs had erected barbed-wire entanglements on the island's shores, dug trenches behind the barbed wire, erected new buildings, and demolished buildings wrecked during the siege. They also showed the types of landing craft the Japs had used in storming the island.

Target maps were prepared for the Navy task force which was already moving toward Wake. These enabled the task force to strike the Japs a savage blow from the air on 24 February.

On night photographic missions, the pilot drops parachute flash bombs which explode at a set distance above his target and float gently down, illuminating everything. The camera shutter is controlled by an "electric eye."

When pilots come in off a photographic mission, the cameras or exposed film are out of the plane before the engines die. Twenty minutes later, while the wet negative is still in the process of developing, an interpreter inspects the film for any tactical point of interest.

Perhaps the powerful lenses have picked up a Jap battleship, and repeated shots show her direction of travel and speed. The information is sent immediately to all interested commands. Sometimes within an hour after the photo plane flies over a target, bombers are paying their respects.

Photographic squadron planes usually carry the ordinary armament, but no bombs. If attacked, they never attempt to battle it out, for their mission is to get the pictures and get back to base. However, the men who man the cameras know how to handle a gun, and occasionally they have downed enemy fighters that attempted to intercept them.

Sometimes photographic runs are made from a high altitude where anti-aircraft fire will not disturb the plane's even speed. On other occasions, especially when strip pictures are made, a plane zooms along at 350 miles an hour not more than 200 feet above the tree tops.

It is a fascinating game of hide-and-seek with the enemy, in which a single mistake may be fatal. Indicating the Navy's high opinion of the heroism involved was the award of 29 medals last fall to the members of a single photographic squadron.

## TOP SECRET

**DEFINITION:** *Certain secret documents, information, and materiel the security aspect of which is paramount and whose unauthorized disclosure would cause exceptionally grave damage to the nation.*

**EXAMPLES:**

- a) Plans or particulars of future major or special operations.
- b) Particulars of important dispositions or impending moves of our forces or convoys in connection with (a) above.
- c) Very important political documents dealing with such matters as negotiations for alliances and the like.
- d) Information of the methods used or success obtained by our intelligence services and counter-intelligence services or which would imperil secret agents.
- e) Critical information of new and important munitions of war, including approved scientific and technical developments.
- f) Important particulars of cryptography and cryptanalysis.

## SECRET

**DEFINITION:** *Documents, information, or materiel, the unauthorized disclosure of which would endanger national security, cause serious injury to the interests or prestige of the nation, or any governmental activity thereof, or would be of advantage to a foreign nation.*

**EXAMPLES:**

- a) Particulars of operations in progress.
- b) Plans or particulars of operations not included under top secret.
- c) Instructions regarding the employment of important new munitions of war.
- d) Order-of-battle information and locations and moves affecting the order of battle.
- e) Knowledge of enemy materiel and procedure, the value of which depends upon the enemy not knowing we possess it.
- f) Vital military information on important defenses.
- g) Certain reports of operations containing information of vital interest to the enemy.
- h) Adverse reports on general morale affecting major operations.
- i) Important improvements to existing munitions of war until accepted for service use.
- j) Photographs of vulnerable points or vital installations under our control.
- k) Certain development projects.
- l) Important cryptographic devices unless assigned to a lower category.

## CONFIDENTIAL

**DEFINITION:** *Documents, information, or materiel, the unauthorized disclosure of which, while not endangering the national security, would be prejudicial to the interests or prestige of the nation, any governmental activity, an individual, or would cause administrative embarrassment, or difficulty, or be of advantage to a foreign nation.*

**EXAMPLES:**

- a) Matters, investigations, and documents of a personal and disciplinary nature, the knowledge of which it is desirable to safeguard for administrative reasons.
- b) Routine operational and battle reports which do not contain information of vital interest to the enemy.
- c) Routine intelligence reports.
- d) General military radio frequency allocations.
- e) Military call signs, unless so collected together that they reveal the order of battle.
- f) Meteorological information of designated areas.
- g) Unit movements of non-operational significance in areas within or adjacent to operation theatres.
- h) Certain technical documents and manuals used for training, maintenance, and inspection of important new munitions of war.
- i) General tactical lessons learned as a result of operations.
- j) Aerial photographs of territories under our control in or adjacent to operational theatres.

## RESTRICTED

**DEFINITION:** *Documents, information, or materiel (other than top secret, secret, or confidential) which should not be published or communicated to anyone except for official purposes.*

**EXAMPLES:**

- a) Information of moves of non-operational significance in areas remote from theatres of war.
- b) Training and technical documents for official use only or not intended for release to the public.
- c) Certain routine documents relating to supply and procurement.
- d) Aerial photographs of territories under our control remote from operational theatres.
- e) Photographs of enemy, enemy occupied or dominated areas except those which reveal secret sources.
- f) Strength returns of units remote from operational theatres.

# Classified Matter Now in Four Categories

## Joint Security Agreement Adopted by U. S. And British; 'Top Secret' Classification Added

A new agreement setting out identical definitions and policy concerning classified matter, to be effective in the armed forces of the United States and the British Empire, has been adopted by the combined chiefs of staff. Details appear in Alnav 44 (reprinted in semi-monthly N. D. Bul., 29 Feb., 44-215).

Known as the Combined Security Classifications Agreement, this sets up a new classification, "top secret". Official matter requiring classification is now to be examined and graded under one of the following four categories: Top secret (signal abbreviation, top-sec), secret, confidential and restricted.

The order became effective 15 March. Classified matter originated prior to this date need not be reclassified to accord with this order except when such matter is still current or perpetuated by additions or accessions is-

sued after the effective date. Portions of Navy Regulations, General Orders, Letters and instructions inconsistent with the provisions of the agreement are suspended pending formal changes in regulations and instructions.

The United States regards top secret as a subdivision of secret, whereas the British regard it as a distinct category. Although this difference of view is recognized, it is regarded as immaterial to the agreement, under which complete uniformity is obtained by the adoption of definitions, examples and rules of treatment for the handling of all classified matter.

The agreement points out that the adoption of the additional classification, top secret, does not in any sense reduce the present integrity of existing classifications, and emphasizes the obligation of all authorities to keep classified matter under review and to

downgrade it as soon as conditions permit.

On the subject of grading, the agreement sets down the following general principles: (1) the designation of the persons responsible for grading and regrading is a function of the appropriate authorities; (2) each document should be graded according to its own content and not necessarily according to its relationship to another document (this applies also to extracts from graded documents); and (3) the grading of a file or group of physically connected documents shall be that of the highest graded document therein.

General rules for the handling or treatment of classified matter under each category are given. Definitions for the four categories, and examples of matter which would normally be graded under each category, are shown in the boxes at the top of this page.

# Springboard for Fleets...



## **BASES:** Bureau of Yards and Docks Builds Them On All Fronts

For three days the plane had been flying over the tiny island in "strips," skimming close to the curling surf of the beaches and rising to circle inland clearings and groves. The natives and the one white trader watched it with interest.

In the hot, wet dawn of the fourth day the startled natives looked seaward to cruisers, destroyers and transports anchored in the offshore deep. Men were scrambling down cargo nets. Supplies and equipment cascaded over the sides as jeeps, trucks, roller, bulldozers, gasoline drums, mess gear, ammunition and a hundred other items were loaded onto pontoon barges.

All day long the ships were unloaded at breakneck speed in the heavy heat. The piles of supplies on the beach rose and multiplied. Men worked nearly naked, fighting through surf and shallows. At nightfall, exhausted, they bedded down under shelter-halves or under nothing but the tropical stars.

Next morning they were at their job—to hack an advanced U. S. Navy base out of the jungle and to do it in

30 days. Once this was finished, they could start their next job—to transform the crude advance base into a well-stocked supply depot and repair base.

Civil engineers in Navy garb were staking out a 5,000-by-300-foot runway when the first bulldozer maneuvered for position, crawled up to the first palm tree, set its blade, turned loose driving power and tore the tree from the ground, nosing its base and roots to one side. Immense mahogany, teak and rosewood trees, too tough even for bulldozers, were girdled with up to 60 sticks of dynamite and blasted out.

At night jeeps stood with their motors running to charge batteries, their headlights on to provide camp illumination.

Hoses and pumping systems snaked up from the beach, bringing water to wet down the clouds of dust and loose dirt stirred up by the bulldozers and graders. Drainage ditches already had been dug against expected tropical storms which would turn the area into a quagmire.

Gun mounts, foxholes and shelters were in readiness for the possible

Official U. S. Marine Corps photograph  
*ABOVE: Seabees attached to a Marine unit roll gasoline drums ashore from landing craft during invasion of a South Pacific Island.*

trouble for which everybody kept an eye peeled. A medical unit already had been established for preventive measures against malaria, dysentery and exhaustion, as well as to care for anything more serious and unexpected. Meanwhile, the squads of men hacked and tore at the jungle and coral of the island.

Exactly 14 days after the first LCVP had landed on the beach, a light training plane settled down to test the new coral runway. Within hours, the fighter planes began dropping out of the Pacific skies.

Advance Base "X" was in operation.

The above description refers to no particular base, but it could be the truthful history of many. These advance bases, created out of wilderness or worse by the Navy's Bureau of Yards and Docks, stretch for two-thirds of the way around the world, furnishing new and efficient ports for a vast Navy which today is fighting a "seven-ocean war."

From advanced bases such as the one described, huge supply depots and



Official U. S. Navy photograph

*This tent city on Attu is typical of the canvas capitals used by Seabees.*

repair bases often develop. One such crude advance base of a few months ago, in the beginning a bloody and embattled outpost, today is a vast supply depot and fortress with tens of thousands of tons of war materials and equipment available for immediate issue.

This base, which a year ago was little more than a bumpy airstrip, today has supplies ranging from 2,000-pound bombs to huge stores of mosquito netting. A radio station keeps it in close contact with the needs of its fleet and with home ports. A 1,000-bed hospital cares for its sick. There are shallow docks and deepwater docks. More air traffic uses its fields daily than is handled at most large commercial airports at home.

Through what recently was impassable jungle, 150 miles of roads form a transportation network. Palm trees and poles support 1,500 miles of communication and telephone wire. Since more than 1,000 motor vehicles pass one busy center in a busy hour, a speed limit of 25 miles an hour must be rigidly enforced. The natives, who once stared in wonder at these motor contraptions, already are seasoned jaywalkers.

"The ships that count," runs a Navy adage, "are the ships that have bases."

The tragedies of Guam, Wake and Cavite brought home to the Navy and its Bureau of Yards and Docks the fact that unarmed civilian workers could not be expected to pitch in and defend what they built. Before this war, the Navy had never had to fight from bases which were under fire, never had to scramble from island to island to set up advance base after advance base from which to attack.

Bases and shore establishments are the responsibility of the Bureau of Yards and Docks. Previous to this war, the bureau had been concerned with supervision of construction of bases and shore establishments usually contracted for and built by domestic civilian contractors. The current war has scattered the Bureau's officers, construction and repair specialists, from Africa and Iceland to Alaska and the Solomons and turned the bureau into a worldwide construction and maintenance organization prepared to create and maintain supply and repair bases for fleets and task forces on all oceans.

Some idea of the magnitude of its assignment can be drawn from figures.

From 1916 through 1937, the bureau contracted for \$360,000,000 in Navy construction. From 1940 to date it has built \$6,975,000,000 worth of depots and bases. Advance bases alone built since the war started have cost \$1,775,000,000.

The terms "Navy base" or "floating drydock" don't have the glamour evoked by the sound of heavy cruiser or PT-boat but their war roles are equally essential. How important they can be was well illustrated at Pearl Harbor. The steel floating drydock which was sunk on 7 December 1941 was one which shortly before had been towed there from New Orleans. This dock was one of the first things raised. It was afloat again two weeks after the attack and went into immediate use. It sent one warship back to the front lines in record time and has been in continuous use ever since. Its value to salvage operations there has been inestimable.

Another bigger and even more unglamorous dock played a major role in Pearl Harbor salvage. This is the cavernous battleship dock constructed by a new method of placing concrete under water. It was completed in 18 months instead of the originally esti-



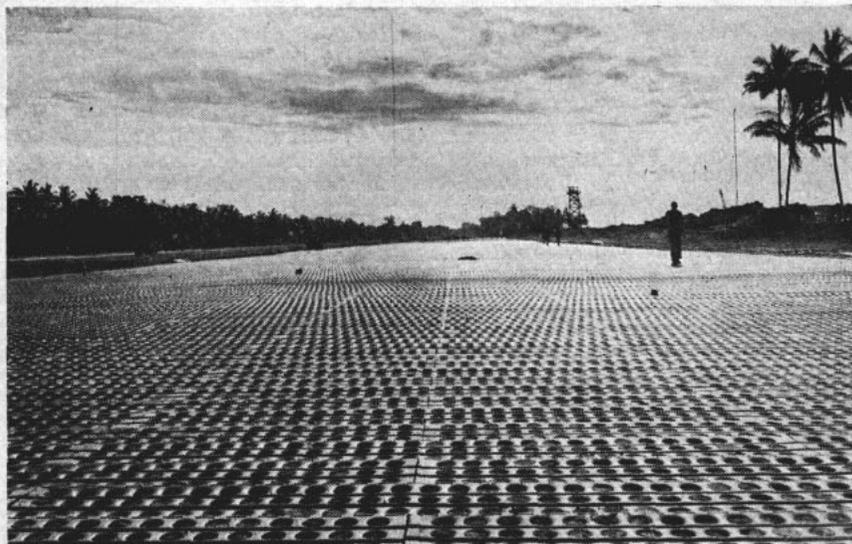
Official U. S. Marine Corps photograph

*1. Seabees will use these metal mats to build a jungle airstrip.*



Official U. S. Navy photograph

*2. Natives help Seabees build a bomber runway in the broiling sun.*



Official U. S. Marine Corps photograph

*3. Metal mats have been put in place and the runway is ready for use.*

mated 33 and, fortunately, was ready for its first occupant a few days before the surprise attack.

It might be noted here that the old dock at Pearl Harbor had taken more than eight years—from 1909 to 1917—to complete.

Drydocks of one type or another are as old as the Navy. When Congress authorized construction of six wooden frigates in 1794, and officially launched the national Navy, private and state-owned drydocks were turned over for exclusive Navy use. Thomas Jefferson, looking into the future, pleaded for the construction in 1807 of a big drydock that would care for all our 12 frigates but it wasn't until 1827 that Congress authorized "an accurate survey by a skilled engineer for drydocks at Navy Yards at Portsmouth, New York, Boston and Norfolk." Col. Loammi Baldwin, who had inspected European drydock facilities, was selected to make the survey.

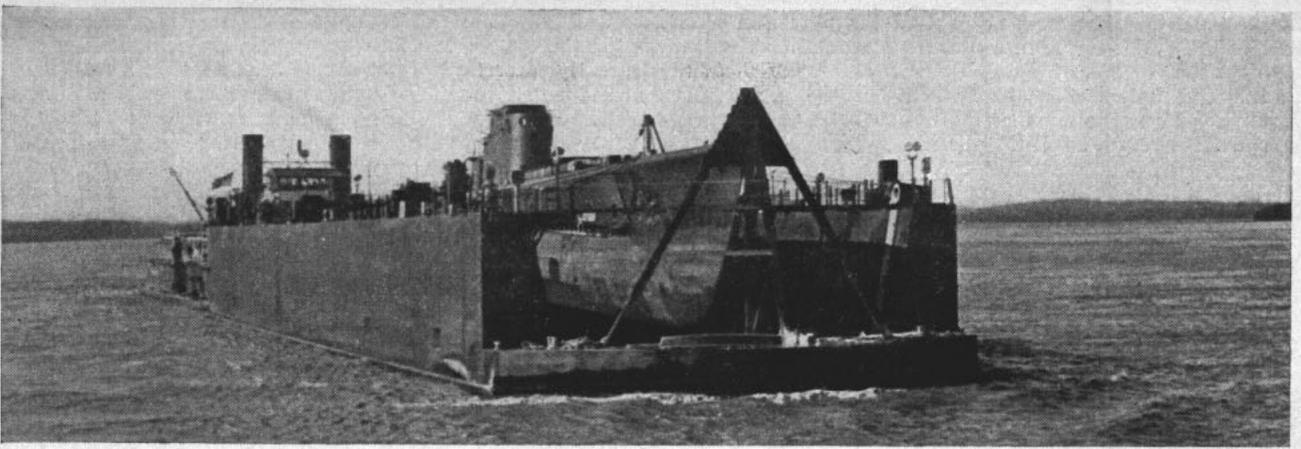
By 1842 the importance of a system of repair bases and drydocks was evident. The Bureau of Yards and Docks was created by congressional action. Some 25 years later the status of Yards and Docks engineers was changed from civilian to staff corps officers to be known as the Civil Engineer Corps. The bureau remained, however, a shorebound section of the Navy, concerned with civilian contracting, construction, inspection, planning and maintenance. At the end of the first World War it numbered only 209 officers, both regular and reserve, on active duty. During the entire course of the last war only \$189,000,000 was spent on Navy shore installations.

Now, so far has naval engineering progressed, operations of even bigger magnitude are handled in routine fashion.

Navy drydocks are of several types and sizes but only two general classifications—graving docks and floating drydocks. A graving dock takes its name from a grave—a hole in the ground. It is a huge excavation, dug out at tidewater, into which ships can be floated. Complete repairs can be made after the dock is pumped free of water.

A floating drydock, on the other hand, is submerged and the ship entered into it. Then water is pumped from within the dock structure and both dock and ship rise to the surface. Modern docks are of unbelievable size. A big graving dock is 1,000 feet long by 150 feet wide and 46 feet deep. A dock of this size is roughly comparable to the Yale Bowl.

Innovations in the design and construction of floating drydocks played major roles in the success of the Navy's record shipbuilding program, results of which have been so evident in recent Pacific victories.



Official U. S. Navy photographs

*The USS Peto, first U. S. sub built inland, is moved down Mississippi in drydock.*

One type of floating drydock built under bureau direction has enabled inland plants to build submarines, landing craft and light naval vessels at "dry" shipyards in Wisconsin. The floating docks, loaded with new and as yet unwet subs and ships, are floated down the Mississippi River to the dispersal point at New Orleans.

Headed by Vice Admiral Ben Moreell as Chief of the Bureau, Yards and Docks today directs approximately 8,000 regular and reserve officers and more than 240,000 Seabees and construction specialists in the performance of functions assigned to the bureau. In action wherever there are Navy units, the bureau has more than 100 war functions. It operates shore establishments of all types and in all conceivable places. It is concerned with everything from airports to cisterns. Faced with multiple and complex problems, the Engineer Corps officers fight three wars simultaneously—the war of transportation, the war of supply and the war of combat.

Examples of the winning fight against the problems of transportation and supply can be found at any advanced Navy base. Deep in the South Pacific today there is in operation a huge floating drydock capable of handling an aircraft carrier. This tremendous device was built in sections and towed to its destination across the broad expanse of the Pacific and then reassembled. The transportation of similar drydocks through dangerous waters has been successfully accomplished without fuss or fanfare.

Yet 38 years ago the towing of the Dewey Drydock from Solomons, Md., to Manila was an accomplishment of international interest. Newspapers of the world followed the progress of the Dewey dock as colliers and tugs towed it to Port Said, shepherded it through the Suez Canal, paused at Singapore, and finally anchored in Subic Bay. It was a marine operation which took from 28 December 1905 to 10 July 1906. The later transport of a British

drydock to Singapore was also a major news event.

One function of the bureau is to supply ready-to-work drydocking units. These are of various classifications and size. One includes a seagoing drydock capable of handling a 3,000-ton vessel. This dock, setting out on an ocean voyage, has a complete crew of five officers and about 100 men.

Another and bigger unit includes a huge floating drydock with a lifting capacity of 100,000 tons. This big dock is broken down into 10 seagoing units and has, in all, a crew of 25 officers and 500 men.

But docks are only one item on the bureau's war agenda. An indication of the scope of such agenda can be gained from the fact that some advance bases are equipped with every material and item necessary for two years of war in that area. The bottlenecks and problems of construction in the early stages of the war forced new construction techniques. With steel at a premium, a new type of underground tank was developed. It was lined to prevent leakage and made of pre-stressed concrete which will not crack under the vagaries of the weather.

Twenty such tanks will hold 6,000,000 barrels of fuel oil.

Dirigible and blimp hangars for the Navy's growing lighter-than-air program also made engineering history. Some of these hangars are 1,000 by 300 by 200 feet. They necessitated the design, development and transportation of new weight-lifting and construction machinery before construction of the hangars themselves could even begin.

Salvage work of certain types is another responsibility the bureau has accepted in part and to which it has lent its cooperation, including such on-the-spot ship repair as small-craft salvage in the Sicily invasion and participation with regularly organized salvage operations in Mediterranean ports.

The Bureau just recently set up and is now operating construction equip-

ment repair depots in this country, as well as assembling depots in the Pacific area where damaged equipment will be collected and forwarded home for repairs. The ultimate function of this department will be the salvage and repair of equipment which can again be used in the field.

The system of decentralizing bases and supply depots was necessitated by the widely separated areas of ocean and land fighting.

The system of maintenance of such bases is so carefully integrated that it can move and expand with the shifting of battle lines. If an American area commander in any war area of the world decides to move his forces forward, the Bureau of Yards and Docks is ready and waiting. Somewhere, at one or more strategic centers, is everything that the area commander will need for the advance base he is to establish. And, like the Hydra of Greek mythology, this new advance base, once set up, will be able to chip off pieces of itself for further advance bases and, instead of weakening itself, develop two new replacements where one existed before.

If, for instance, we take some territory in the Pacific or Aegean, the time-table is figured to coincide with the construction of an advance base. Perhaps all that is wanted is a small aviation outpost. In that case the Navy civil engineers will be ready with enough sections of pierced plank matting, if the terrain demands it, and the necessary equipment to complete and put into operation a small airstrip or base.

But if, once this base is established, the Navy plans to move on and supply some of its units from the base it has left, the small outpost will be rapidly expanded into something much more comprehensive. An air-raid warning and communications system will be unloaded and assembled. Field lighting, transportation, a hospital in sections, an administration center—all these will spring up.

Perhaps what was originally a tiny

outpost has the space and natural facilities for development into a needed advance base. It continues to grow and soon mushrooms into a fuel and supply depot capable of maintaining a task force. Added trained personnel will arrive with the new material and equipment units.

Then, when the enemy has been pushed even further away from what was originally a frontline outpost, the last and biggest of the construction units appear in convoy over the horizon.

Sections of a huge floating drydock may be in tow. Housing and machines and tools for entire technical shops may be unloaded. Special equipment for submarine and destroyer tenders may be in the consignment. Everything needed to install a complete lighting, water, communication, housing and public works system will be set up with maximum speed.

When this big base is finally in operation, it will have facilities equivalent to a fleet repair ship in addition to the facilities of a complete shore establishment. It will become a distribution center of its own. From its own new docks and warehouses, it will send advance base units and equipment into the deepening penetration of conquered territory.

Every construction battalion assigned to a big or small advance base brings its own administration unit. Office huts, paper, typewriters, jeeps and bicycles are carried. There also will be an item which is an important and imperative part of every far-flung base, big or small—the complete facilities for a post office.

Because of production, storage and other problems, the larger base units are not always shipped or loaded at one center. The smaller ones may go from one depot. The larger ones often rendezvous from supply depots scattered over half the world. Segments may come from Pearl Harbor, Aus-

tralia, San Francisco and New York. But they'll get there together.

A CEC officer recently described the harried and hurried supply and maintenance problems on one tiny island air base.

"We went in there in a hell of a hurry," he said, "with a few seaplanes of all types and description and not enough ammunition or gas. Before we were really ready the pilots were out in the scouting planes. One night one of them found 15 Jap transports trying to sneak through. He hollered for PT-boats. We didn't have any. He hollered again. We still didn't have any.

"'Okay,' he yelled, 'I'm going to give them everything I've got.' What he had was one 150 pound bomb. He picked out a nice target, dove and scored a perfect hit. What happened? The bomb didn't go off. So then he chased 'em with the only other thing he had—flares. He chased them to hell and gone with those flares. They thought any minute the bombers would arrive."

But it was only a matter of weeks, relates this CEC officer, before "the woods were full of ammunition and fuel." Such small outposts often are supplied with enough material and equipment for long months of fighting even if they should be cut off from the big supply depots.

The labor for all bases is supplied by the construction battalions together with Army and Marine engineers. The deeds of these construction battalions—the far-famed Seabees—are already history.

Seabees are given specialized training and then sent to the far corners of the world. They completed Henderson Field, Guadalcanal, borrowing heavily from abandoned Jap equipment. They braved the icy waters of the Aleutians to erect docks and wharves. The first American force ashore in Africa was a Seabee detachment which landed on the sunbaked coast of British West Africa to es-

tablish fuel oil facilities. At Bizerte they assisted in the repair of crippled harbor and dock facilities. On Tarawa they had the airfield ready before the last Jap had been killed.

In order to release marines from the specialized job of construction, a Seabee unit is attached to each Marine division.

Not so long ago, freighters were being lost 200 yards from their destination while awaiting their slow turn to be unloaded by untrained combat men. This situation was relieved with the arrival of hook-slinging Seabees who can empty the holds of a freighter by day or by night in any weather and under any conditions in record time.

Once the construction battalion has completed the job of building a base, a Seabee maintenance unit steps in to take over operation. Today the Seabee is right up there, wherever the war moves—and often up there ahead of the fighting itself. Lt. Gen. Alexander A. Vandegrift, USMC Commandant, recently revealed that the Seabees were giving the Marines cause for concern.

"They build roads so fast," General Vandegrift said his officers are reporting, "that the Japs are using them as avenues of retreat."

But advance bases are only one portion of the assignment of the engineers and construction specialists of the Bureau of Yards and Docks. They must build and maintain such widely diverse activities as mine-defense units, harbor units, boat pools, warehouses, storage facilities, huge training stations, ordnance and manufacturing plants, supply depots and a hundred other types of shore establishments.

For the job of the Bureau of Yards and Docks is to see that the fleet has homes—or at least visiting places—wherever U. S. warships happen to find themselves.



*SEABEE SURVEYORS wear nets to foil the mosquitoes in tropics.*



*FUR-LINED PARKAS are worn by Seabees running a grade line on Adak.*

Official U. S. Navy photographs



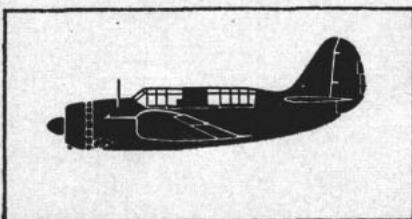
## First of New Orientation Poster-Maps Issued

The Educational Services Section of BuPers has issued NavWarMap No. 1, "The Mediterranean," as the first in a series of poster-maps to further the war orientation program. The map, reproduced above, is 40 by 60 inches in size and printed in several colors. It supplies graphic information on operations, geog-

raphy and naval activities in the area. Future maps—it is planned to issue one about very two weeks—will cover other theatres of war. "The Mediterranean" and later maps will be sent to all ships and stations. Additional copies can be procured by writing BuPers, attention Educational Services Section.

## What Is Your Naval I. Q.?

1. Which is closest to Pearl Harbor: (a) the Panama Canal, (b) Tokyo, or (c) Manila?
2. What naval district (a) covers the most land; (b) in territorial waters, has the most shore line?
3. What is the orlop deck?
4. The minimum force of wind in a hurricane equals how many nautical miles per hour: (a) 115; (b) 90; (c) 65?
5. Identify this plane:



6. Can a medical officer command a hospital ship?

7. May an officer of the rank of commander be chief of staff to a vice admiral?
8. What kind of fish is on a submarine insignia?
9. What's the difference between an aircraft wing and an aircraft group?
10. A seaman killed aboard a naval vessel had among his effects perishable goods. What should be done with them?
11. What is the difference between simple and compound fractures?
12. If you abandon ship and are rescued by another naval ship, do you become a member of the latter ship's company?
13. Which is longer, a statute mile or a nautical mile?
14. Are personnel of the Navy required to respect religious institutions and customs of pagan countries?
15. Afloat, drills at fire station are held (a) weekly, (b) bi-weekly; (c)

- semi-weekly; (d) at least once a week?
16. In time of peace, under what branch of the government does the U. S. Coast Guard serve?

### Answers

1. (b) Tokyo.
2. (a) Ninth, (b) Thirteenth.
3. A lower partial deck below the berth deck and on or above the protective deck on old vessels.
4. (c) 65.
5. It's a Helldiver.
6. No.
7. No.
8. Dolphin.
9. An aircraft wing consists of two or more aircraft groups; an aircraft group consists of two or more squadrons of aircraft.
10. They should be sold at auction and the proceeds of the sale forwarded to the legal representative or heirs of the deceased.
11. Simple fractures are those which are beneath the unbroken skin; compound fractures are those in which an external wound, communicating with the break, exists.
12. No.
13. Nautical mile.
14. Yes.
15. (d) at least once a week.
16. Treasury Department.

# Prisoners of War

Known prison camps which may contain Americans number somewhere near 150, located mainly in Germany and Japan. Almost two-thirds of all prisoners of war so far reported are in the East, where Japan holds close to 19,000 Army, Navy and Marine Corps personnel.

The odds of your becoming a *kriegsgefangener* (prisoner of war) in Germany have been pretty small so far, with the Reich batting only .0007 on naval personnel. There are 22 naval personnel definitely known to be prisoners in Germany, and most of them are at *Marlag und Milag Nord*, the camp for captured naval and merchant marine seamen.

Other types of German camps are

the *Stalag* (a permanent camp for noncoms or privates), *Oflag* (a permanent camp for officers), *Stalag Luft* (camp for airmen), *Dulag* (transit camp), and *Ilag* (camp for civilians).

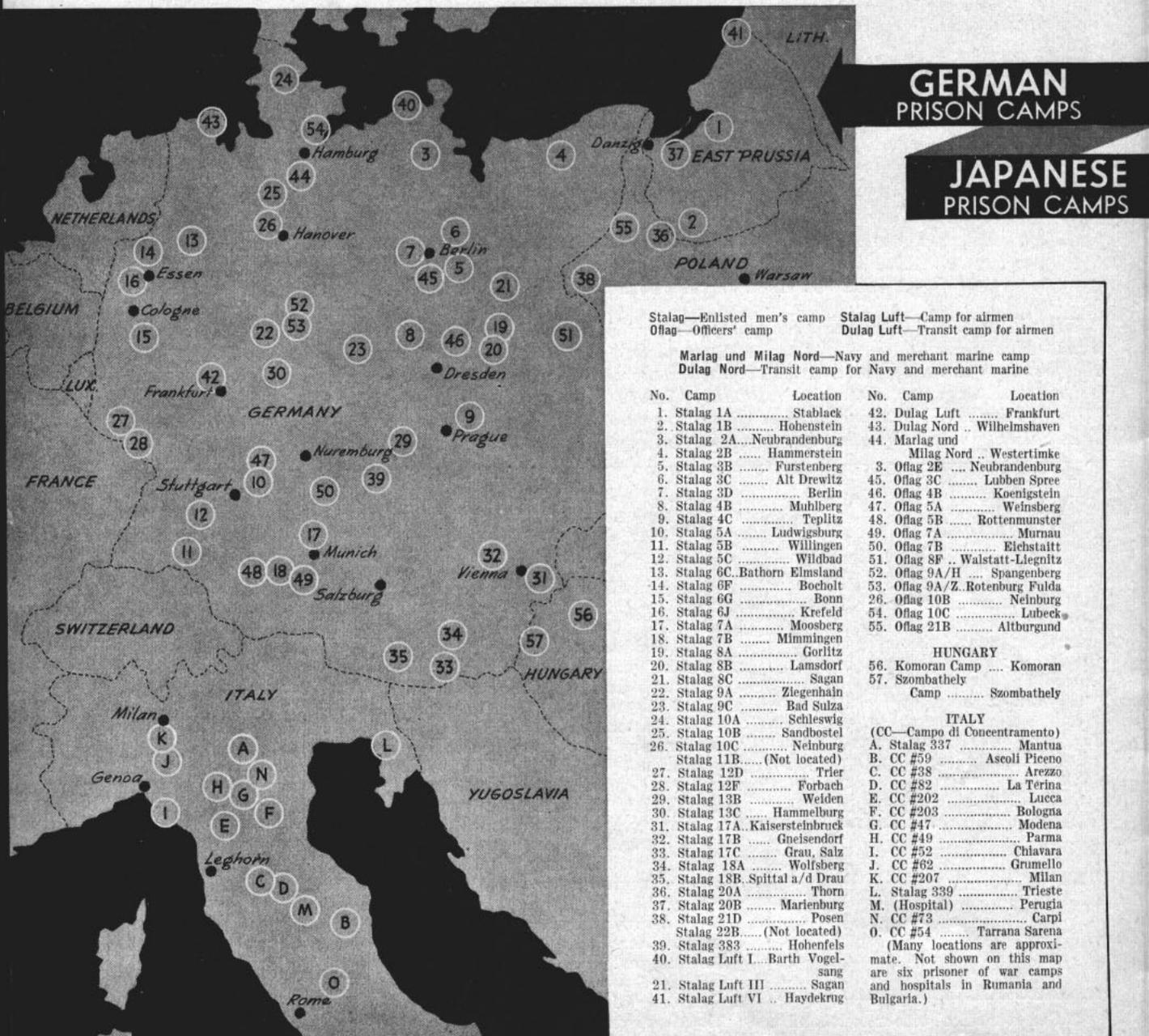
Largest known concentration of American prisoners at any one camp is 3,000 at *Stalag III B*, between Dresden and Berlin. Many of the American prisoners in German camps were taken during the debacle at Kasserine Pass, and transferred from Africa. One Navy flyer has been reported from *Stalag Luft III*.

The location of prisoner of war camps in Italy is something of a moot point at the moment, for the advance of the Allies has not only eliminated camps south of Rome, but it is quite

probable that any prisoners in the vicinity of Rome have been moved farther north, where there are probably 15 or 20 PW camps still in operation.

Where most naval personnel will be found, of course, is in the East. Most of the Jap's prisoners were taken in the earlier stages of the war—in the Philippines, at Wake and Guam, and in China. The present course of the war in the Pacific is not giving the Japanese much opportunity to add to their number of prisoners.

Although the rules for treatment of prisoners of war are now largely standardized by the Geneva Convention, they varied a bit in the past. As far back as Biblical days, in I Samuel XV, 3, you read: "Thus saith the Lord of hosts . . . Now go and smite Amalek, and utterly destroy all that they have, and spare them not; but



## GERMAN PRISON CAMPS

## JAPANESE PRISON CAMPS

Stalag—Enlisted men's camp  
 Oflag—Officers' camp  
 Stalag Luft—Camp for airmen  
 Dulag Luft—Transit camp for airmen  
 Marlag und Milag Nord—Navy and merchant marine camp  
 Dulag Nord—Transit camp for Navy and merchant marine

No.	Camp	Location	No.	Camp	Location
1.	Stalag 1A	..... Stalack	42.	Dulag Luft	..... Frankfurt
2.	Stalag 1B	..... Hohenstein	43.	Dulag Nord	..... Wilhelmshaven
3.	Stalag 2A	..... Neubrandenburg	44.	Marlag und	.....
4.	Stalag 2B	..... Hammerstein	.....	Milag Nord	..... Westertimke
5.	Stalag 3B	..... Furstenberg	3.	Oflag 2E	..... Neubrandenburg
6.	Stalag 3C	..... Alt Drewitz	45.	Oflag 3C	..... Lubben Spree
7.	Stalag 3D	..... Berlin	46.	Oflag 4B	..... Koenigstein
8.	Stalag 4B	..... Muhlberg	47.	Oflag 5A	..... Weinsberg
9.	Stalag 4C	..... Teplitz	48.	Oflag 5B	..... Rottenmunster
10.	Stalag 5A	..... Ludwigsburg	49.	Oflag 7A	..... Murnau
11.	Stalag 5B	..... Willingen	50.	Oflag 7B	..... Eichstaitt
12.	Stalag 5C	..... Wildbad	51.	Oflag 8F	..... Walsstatt-Liegnitz
13.	Stalag 6C	..... Bathorn Elmsland	52.	Oflag 9A/H	..... Spangenberg
14.	Stalag 6F	..... Bochoitz	53.	Oflag 9A/Z	..... Rotenburg Fulda
15.	Stalag 6G	..... Bonn	26.	Oflag 10B	..... Neinburg
16.	Stalag 6J	..... Krefeld	54.	Oflag 10C	..... Lubeck
17.	Stalag 7A	..... Moosberg	55.	Oflag 21B	..... Altburgund
18.	Stalag 7B	..... Mimmingen			
19.	Stalag 8A	..... Gorlitz			
20.	Stalag 8B	..... Lamsdorf			
21.	Stalag 8C	..... Sagan			
22.	Stalag 9A	..... Ziegenhain			
23.	Stalag 9C	..... Bad Sulza			
24.	Stalag 10A	..... Schleswig			
25.	Stalag 10B	..... Sandbostel			
26.	Stalag 10C	..... Neinburg			
27.	Stalag 11B	..... (Not located)			
28.	Stalag 12D	..... Trier			
29.	Stalag 12F	..... Forbach			
29.	Stalag 13B	..... Weiden			
30.	Stalag 13C	..... Hammelburg			
31.	Stalag 17A	..... Kaisersteinbruck			
32.	Stalag 17B	..... Gneisendorf			
33.	Stalag 17C	..... Grau, Salz			
34.	Stalag 18A	..... Wolfsberg			
35.	Stalag 18B	..... Spittal a/d Drau			
36.	Stalag 20A	..... Thorn			
37.	Stalag 20B	..... Marienburg			
38.	Stalag 21D	..... Posen			
39.	Stalag 22B	..... (Not located)			
39.	Stalag 383	..... Hohenfels			
40.	Stalag Luft I	..... Barth Vogel-			
		..... sang			
21.	Stalag Luft III	..... Sagan			
41.	Stalag Luft VI	..... Haydekrug			

**HUNGARY**  
 56. Komoran Camp ..... Komoran  
 57. Szombathely Camp ..... Szombathely

**ITALY**  
 (CC—Campo di Concentramento)  
 A. Stalag 337 ..... Mantua  
 B. CC #59 ..... Ascoli Piceno  
 C. CC #38 ..... Arezzo  
 D. CC #82 ..... La Terina  
 E. CC #202 ..... Lucca  
 F. CC #203 ..... Bologna  
 G. CC #47 ..... Modena  
 H. CC #49 ..... Parma  
 I. CC #52 ..... Chiavara  
 J. CC #62 ..... Grumello  
 K. CC #207 ..... Milan  
 L. Stalag 339 ..... Trieste  
 M. (Hospital) ..... Perugia  
 N. CC #73 ..... Carpi  
 O. CC #54 ..... Tarrana Sarena  
 (Many locations are approximate. Not shown on this map are six prisoner of war camps and hospitals in Rumania and Bulgaria.)

slay both man and woman, infant and suckling, ox and sheep, camel and ass." A little further on it appears that the Lord was displeased when Saul did not wipe out the enemy completely, but had spared the King and some of the animals: "Then came the word of the Lord unto Samuel, saying, It repenteth me that I have set up Saul to be king, for he is turned back from following me, and hath not performed my commandments."

Assyrian bas-reliefs and Egyptian hieroglyphs show captives on their knees preparatory to being slaughtered. Interestingly enough, it is the Chinese, who have endured so much from the Japs, who show one of the earliest examples of enlightened treatment of an enemy. In 682 B.C. the Duke Hsiang of Sung said, "The superior man does not inflict the second

wound or take a gray-haired prisoner." Japanese papers please copy!

The ancients of India taught that the warrior injured neither the enemy who asked for mercy, nor the defenseless. The Greeks sometimes granted quarter to another Greek if he threw down his arms, and occasionally permitted ransom or exchange of prisoners, as did the Romans. An exception was Germanicus, who, in operating against tribes along the Rhine, ordered complete destruction of the enemy.

During the 17th century ransom prices for prisoners were sometimes fixed by agreement before or during hostilities; however, killing and enslaving captives was still frequent.

As ransoming became less common, exchange developed as a means of returning prisoners. The United States made such an arrangement with Trip-

oli in 1805, agreeing in the event of war between them to exchange prisoners, rank for rank. If the numbers did not work out equally, \$500 was to be paid for each captain and \$200 for each seaman. An exchange treaty was also worked out with Morocco in 1856.

The last mass exchange of prisoners seems to have occurred during the early days of the Civil War. A later request from the South was refused by General Grant and President Lincoln.

It was Lincoln who inaugurated the first codification of international laws relating to the conduct of war on land, asking a lawyer of some renown, Dr. Francis Lieber, to draft the "Instructions for the Government of Armies of the United States in the Field." The First Convention of Geneva occurred the following year, 1864, followed by the conventions of Petrograd and Brussels, in 1868 and 1874, the Hague Conference of 1899, the Hague Convention of 1907, and the Convention of Geneva in 1929. The articles now known as the "Convention Relating to Prisoners of War" were signed by the United States and 46 other countries on July 26, 1929.

From the 97 articles comprising this convention stem most of what happens (officially) to a prisoner of war.

To begin with, the information a prisoner is bound to give his captor is strictly defined: "true name and rank, or else your regimental number." In actual practice, a prisoner will probably give all, as the fuller information is more likely to be of help than hindrance.

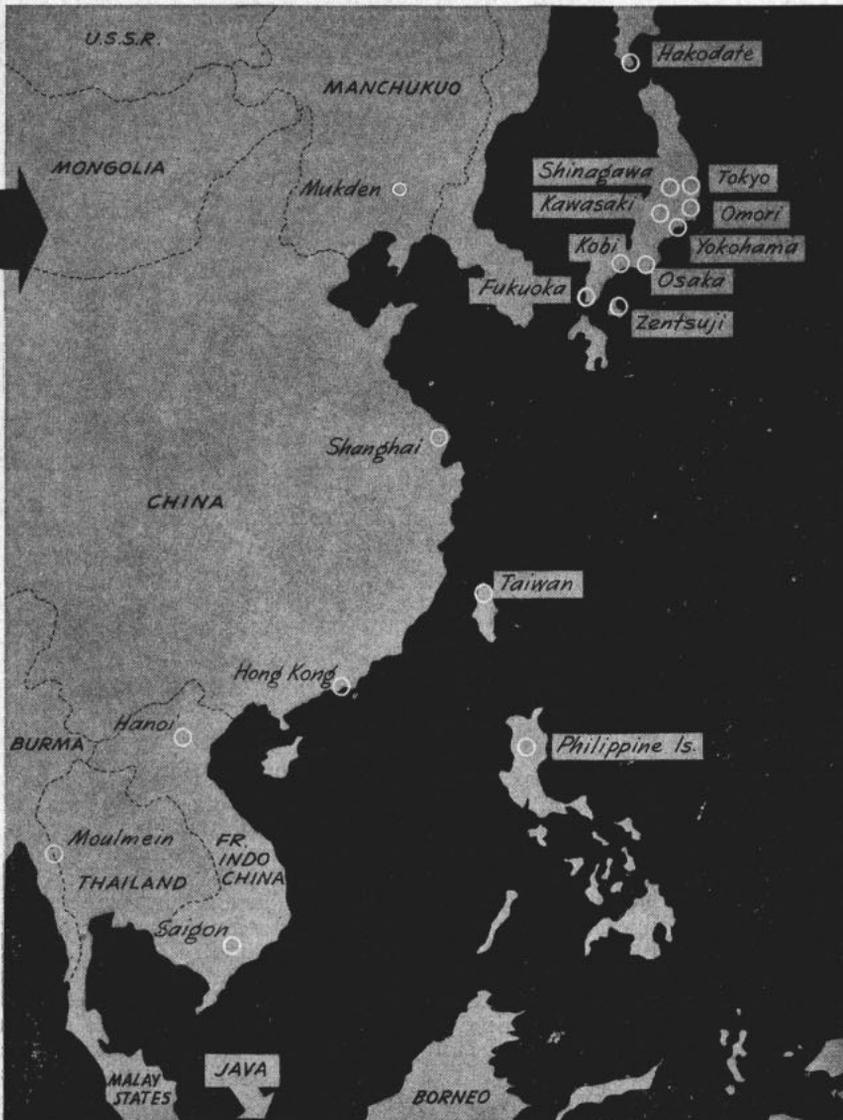
If you become a prisoner, you say, "John Jones, motor machinist's mate third class, service number 084-35-278." Period. No more. But you should give that much, else the advantages given to prisoners of your class may be curtailed.

While you are a prisoner of war, your pay and allowances continue to be credited to your account. Credits include base, length of service, foreign service, flying and parachute pay; also rental, subsistence and quarters allowance for dependents. Per diem allowances are not included. There are also credited any increases in pay or allowances that may accrue during absence.

Your insurance allotments continue, and any allotment for the support of a dependent, if designated as such. If the allotment should prove insufficient for the reasonable support of a dependent, the dependent may apply to the Bureau of Naval Personnel, requesting that it be increased.

The treaty says that you shall "at all times be humanely treated and protected, particularly against acts of violence, insults and public curiosity." You have the right to let your family know as promptly as circumstances permit that you have been captured;

(Continued on Page 60)



(Figures show naval officers and enlisted personnel, reported at each location.)

IN JAPANESE HOMELAND AND ISLAND POSSESSIONS:		IN CHINA OR ON MAINLAND:	
Officer	Enlisted	Officer	Enlisted
Hakodate	1	39	
Tokyo	16	63	
Kawasaki		20	
Yokohama	1		
Osaka	11	454	
Fukuoka	4	111	
Zentsuji	55	62	
Shinagawa	4	2	
Taiwan	5	5	
Java	8	20	
In PHILIPPINES	261	973	
Mukden (Hoten)			115
Shanghai		11	51
Moulmein		7	144
Thai			25
Malay States			3



Official U. S. Coast Guard photograph

*Divine services are held on the deck of a transport in the South Pacific.*

## Tell It to the Padre

### Men Who Face Death Find Sympathic Friend in Their Navy Chaplain

Who supervises the ship's library, gives better advice than Dorothy Dix, corresponds with anxious relatives, wangles your emergency leave, promotes shows, edits the ship's paper—and conducts divine services?

You're right—in most cases it's the chaplain.

Aboard ship, as on shore stations, a chaplain's duties are primarily religious. But his extra-curricular duties may include activities which promote the mental, moral and physical well-being of personnel. In short, a chaplain may be called upon to do anything from christening a baby to giving a running account of a battle over the PA system.

Back in the early days of the Navy, a chaplain did everything—even mixed in the fighting. One of the Navy's first chaplains, the Rev. Benjamin Balch, fought with the "minute men" at Lexington and was in the frigate *Alliance*

returning from France in 1780 when two British ships attacked the *Alliance*. In the long, bitter engagement which followed, Chaplain Balch seized a musket and fought with such ardor that his shipmates ever afterward called him "The Fighting Parson." One of his sons, William Balch, became the first commissioned chaplain in the U. S. Navy.

The Rev. Andrew Hunter, an Army chaplain, who was commended by General Washington for gallantry in action in the Revolutionary War, later became a Navy chaplain and laid out the first course of study for the training of midshipmen. In 1811 he was appointed by President Madison to serve at the Washington Navy Yard and was commissioned to prepare a training curriculum intended to furnish the basis for a nautical education. This was to contain all appropriate studies, includ-

ing philosophy and history "and lighter reading which will furnish the young gentlemen with recreation after their more arduous pursuits." From 1811 until 1821, Chaplain Hunter served as a one-man Naval Academy.

Officers of the Navy Chaplain Corps in this war, though they no longer bear arms, have received nearly a score of medals, including the Legion of Merit, Silver Star Medal, Navy and Marine Corps Medal, and letters of commendation. Seven have lost their lives in combat action or as the result of accidents, one chaplain is missing in action, five are prisoners of the Japanese, and seven have been wounded. More than 20 have been rescued from the sea after their ships went down.

During the assault on Sicily, Lieut. Francis J. Keenan (ChC), USNR, went ashore at Gela and assisted medical parties under constant strafing, bomb-

ing and shelling. While digging a grave for the burial of a man who had been killed in action, Chaplain Keenan was wounded. With the utmost fortitude, he completed the grave and conducted services for the deceased man. Upon returning to his ship he declined medical aid until those more seriously wounded had been cared for. He received the Silver Star Medal.

Lieut. Francis J. McManus (ChC), USN, received the Silver Star for his bravery during a bombing attack on the USS *Canopus* in Mariveles harbor at Bataan. When a bomb exploded in the vicinity of the after magazine, killed six men, wounded six others and started fires in adjacent compartments, Chaplain McManus entered the smoke- and steam-filled engine room, assisted in removing the wounded and administered last rites to the dying. He is now a prisoner of war.

Navy chaplains undergo a rigorous training course at William and Mary College, Williamsburg, Va., where more than 1,500 priests, ministers and rabbis already have been prepared for duty. Before he reported for duty at the school, each commissioned chaplain had been approved for appointment by his own church. He passed the physical examination required of all officer candidates and satisfactorily passed personal interviews.

When student chaplains arrive, they are assigned to double rooms in order of reporting for duty, with the result that any combination of Catholic, Protestant or Jew may result. Their first three weeks at the school are devoted to classroom lectures on when and how to salute, Navy organization, etiquette, law, history and all the customary indoctrination courses incident to officer training.

Chaplain students, busy with intellectual pursuits, are not allowed to forget that the Navy demands physical conditioning. They march to mess and classes, learn to drill, practice swimming, spend hours on cross-country hikes, runs and setting-up exercises. Even though a chaplain does not bear arms, he must be in shape to go everywhere his men go.

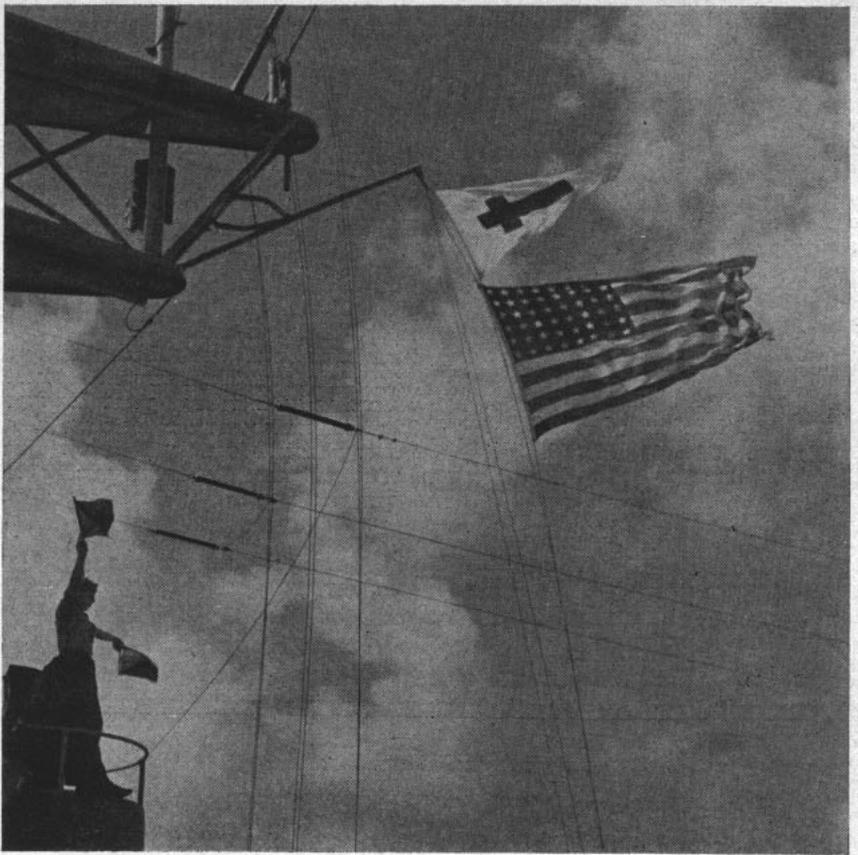
A physical-drill instructor once came upon a chaplain who, in failing to swing clear of a commando pit, fell and broke his ankle.

"Why don't you get going?" screamed the instructor at the suffering padre.

"I can't," moaned the victim, clutching his injured ankle. "I've broken my ankle."

"Well," barked the instructor, "don't just lie there, start doing push-ups."

A student chaplain spends his fourth and fifth weeks in training on a "shake-down cruise." This involves actual field work at some Navy, Marine Corps or Coast Guard activity. Upon returning to the school students discuss, with their classmates and instructors, experiences and problems encountered in the field. By this time they have learned



*THE CHURCH PENNANT flies above the national ensign during church services on a naval vessel.*



*Official U. S. Navy photographs*  
**THIS SAILOR** in sick bay obviously is enjoying a visit from the chaplain. Cheering up the sick and wounded is one of the chaplain's many duties.

that the job of being a good Navy chaplain requires enthusiasm, hard work and a thorough understanding of naval life.

Classrooms become religious laboratories where the chaplains witness and have explained to them typical Protestant, Catholic and Jewish services. They study a chaplain's educational duties, office and correspondence procedures, administration of a ship's library, problems of counselling, how to conduct military funerals, domestic relations, and the administration of Navy Relief.

School officials have made every provision to meet the religious needs of each student. Altars are available so that each Catholic priest may offer morning mass or say his rosary in the oratory set aside for this purpose. Morning devotions, complete with a trained choir of specialists (W) and chaplains, are held each morning in the chapel. Rabbis are given corresponding facilities for their prayers and daily services.

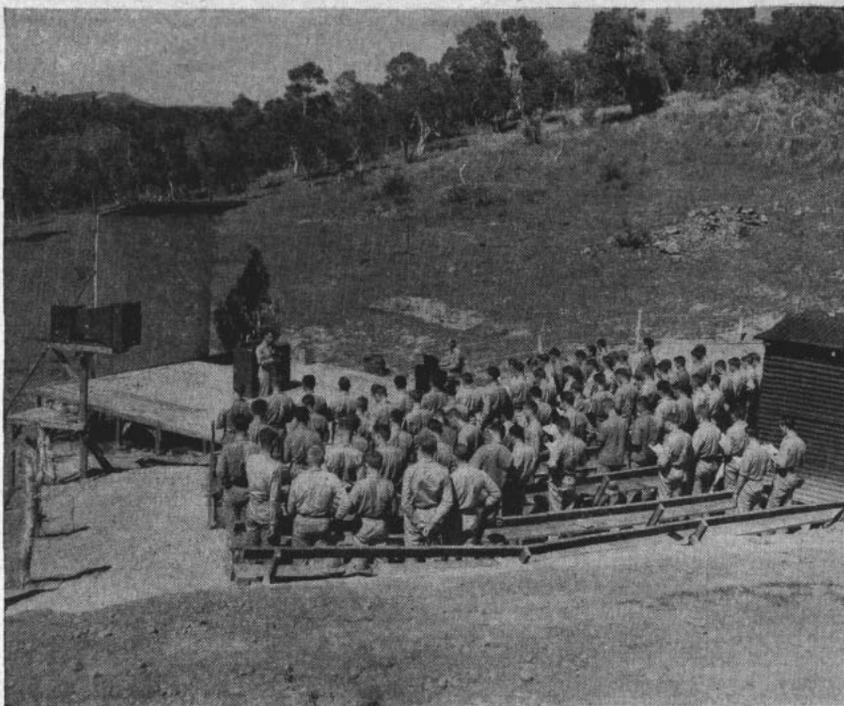
A training school for chaplains' assistants (specialist W) is operated in conjunction with the Chaplains' School. Here enlisted men and women prepare for the job of acting as chaplains' musical directors and office assistants.

After graduation chaplains are sent to billets deemed most suited to their particular qualifications. Younger, less experienced clergymen usually are given assignments where they may serve under the supervision of a senior chaplain.

Every battleship, carrier, cruiser, transport and hospital ship has at least one chaplain, with two chaplains usually assigned to each large carrier, new battleship and hospital ship. Large seaplane tenders, destroyer tenders, repair ships and other auxiliaries serving vessels not carrying chaplains usually are staffed with at least two chaplains.

Chaplains are assigned to all shore stations with personnel in excess of 1,000, including Marine Corps and Coast Guard stations. An attempt is made to rotate them on different types of duty in order that all may have an opportunity to serve at sea or outside the continental limits. Choice billets, according to preference records, are carriers or any place "where there's fighting going on."

As the naval services continue to expand, the Chaplains' Division has been hard pressed to fill the need for chaplains. Capt. Robert D. Workman (ChC), USN, director of the division in BuPers, announced on 25 February that 370 were needed immediately, and that 500 additional chaplains will be required in the next six months if the corps is to keep up with the planned expansion of the Navy. In addition to commissioning ordained clergymen from civilian parishes and theological seminaries, the Navy Department has included pre-chaplaincy training in the



Official U. S. Navy photograph  
*AT AN ADVANCE BASE in the South Pacific church services are held in the movie amphitheater.*

V-12 program. The first chaplains trained in V-12 will be ready for active duty in January, 1945.

Most chaplains believe that "the foxhole is a poor place for a man to begin to learn how to pray."

"The tendency," Captain Workman declares, "is to think that because men are going to live under radically different conditions, they will by that fact be made into radically different persons. The truth is that the normalcy of religious life aboard a typical ship would probably surprise most church members. Divine worship on a cruiser may be amid strange surroundings, but the hymns are the same. Men may be dressed in dungarees instead of their Sunday best. On shore the church may be a vast cathedral of palms, the benches hewn from logs, but the prayers and the sermons are still those of men determined to serve God. Their prayers often are for victory and for peace, and for the folks at home, but they are no different from the prayers of men and women of history, who have engaged in mortal conflict with an enemy."

Wars produce an increased consciousness of the reliance man must put in his God. This war is no exception. Chaplains expect this, and they are prepared to help fighting men keep a healthy balance in their relationships with their Maker and their immortal souls.

"There's nothing like combat to make Christians out of these boys," declares a Protestant chaplain stationed in the South Pacific. "During the operation I wasn't able to do anything more than

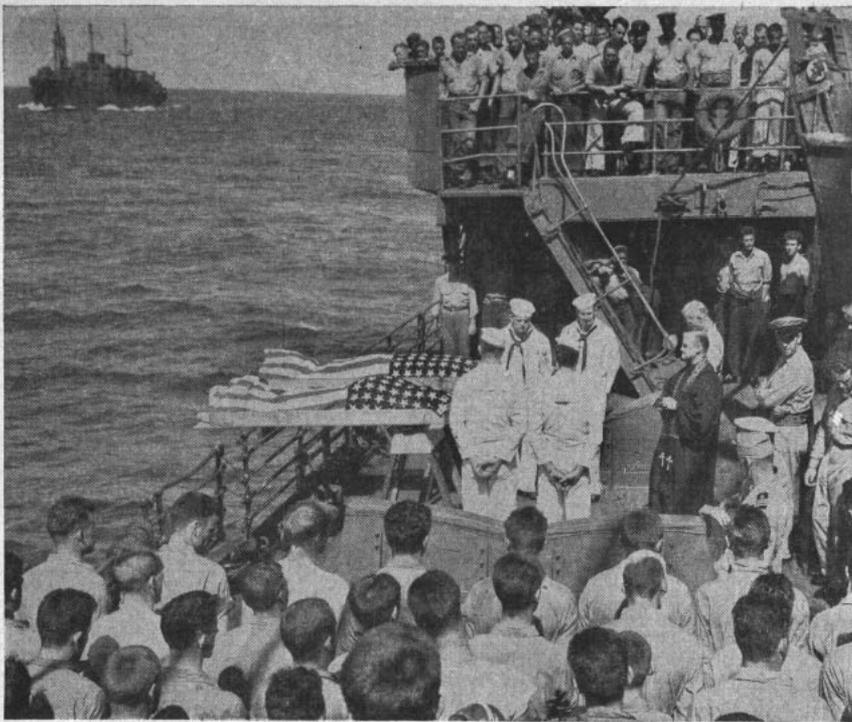
have brief worship services for the units, and those had to be on the day of the week best suited. That wasn't always Sunday. Since things have returned to normal the men have been coming out to services as never before—and in a new spirit. My guess is that they desire to be introduced formally to this suddenly found foxhole friend. I suspect that after the war we will see men lead the women out to church—the reverse of the situation now obtaining."

Many marines aboard a ship headed for Kwajalein Atoll in the Marshalls will not soon forget the last church service before the invasion. One of them described it, as follows:

"I shall never forget this service because it proved once again that men are not ashamed to pray. . . . Many of us had gone through the ritual of religion at home on the mainland. Now, we were in deep earnest and unashamed to ask God's help during the coming battle against the Japs.

"Padre Bill told us that attacking the Japanese-held Marshall Islands is not our choice, nor indeed the choice of our country, but that time and circumstances, leaders and ideas which dominate other nations, have cast the die for war.

"The chaplain went on to say that all life is an adventure into the unknown, that we can never be certain what tomorrow will bring forth. But we can and we have made preparation for it, we have prepared ourselves physically, we have developed a high degree of skill in our tasks through long practices. Now, he said, through worship and



Official U. S. Coast Guard photograph

*A NAVY AND AN ARMY chaplain preside at last rites for two enlisted men from the torpedoed USS Liscome Bay.*

prayer, we make our preparation spiritually. That completes the triangle for a fully prepared life."

Because a chaplain can listen to confidences of both enlisted men and officer personnel, he often can be a major factor in promoting harmonious relations for the ship's company. Grievances of groups or individuals often have been aired to everyone's complete satisfaction through a "diplomatic coup" engineered by the chaplain.

A cruiser division commander recently told his captains:

"Each of your ships has a chaplain who, if properly encouraged and supported, can and should be not merely one who officiates at divine services on Sundays, but one whose influence for good, for morale, for high standards and for sound, healthy discipline can be tremendous. It has ever been a source of wonder and pity to me that many intelligent officers of the Navy completely miss the point regarding the function of chaplains and the very real help they can be to the captain in his function."

A Navy chaplain hears many tales of woe and usually listens to them sympathetically; but for chronic complainers or those who "beat their gums" over trifles, the chaplain has a ready answer. It usually is in the form of a printed card which he hands to the complainer without comment.

A seaman once approached his ship's chaplain on deck and, in the presence of a number of crewmen, began complaining that the boatswain's mate always gave him a swab with a broken

handle. The padre listened in silence and when the seaman had finished his story, handed him a card with the following inscription:

**SYMPATHY**

Your problem touches the Chaplain's heart deeply.

He is overwhelmed with grief.

This small card is but an expression of his sincere sympathy.

On presentation of five of these, the Chaplain will issue one crying towel from his crying towel locker.

On some ships, during combat, the chaplain presides at the public-address microphone to keep the crew informed of the battle's progress. Recently, the chaplain of a large carrier was called upon to give a play-by-play description during an attack by an enemy submarine. He had been relaying news from the pilots aloft when the sub surfaced in plain view and fired two torpedoes. He described the speed, the direction of the torpedoes as observed by their wakes, and the ship's movement as she maneuvered desperately and finally outran the deadly missiles. The men below decks forever afterward had confidence they were getting the "straight dope" so long as the C.O. kept the padre at the mike.

Chaplains themselves believe that one of their best contributions lies in convincing non-churchgoers that religion is not the doleful, grim creed too commonly associated with it. They recount the amazement exhibited by some of their "parishioners" when they learn that the padre has a sense of

humor, that he enjoys their sports and jokes and games.

A chaplain with the First Marine Division on Guadalcanal, while lined up for mess, received a painful splash of scalding coffee when a tray was upset.

"Will one of you qualified laymen help me out with an appropriate remark?" he quipped.

This same chaplain once accompanied his unit on a field problem for five days and had marched step for step with his men, sleeping under a shelter-half and sharing field rations. After covering some 20 miles on Sunday the footsore and weary padre, wishing to hold services for everyone, hit upon the idea of a broadcast. Thereupon he broadcast the service, which consisted of scripture readings, the story of the Good Samaritan, the Lord's Prayer and a benediction, over 10 loudspeakers of the field radio system.

On another island a Navy chaplain started at dawn and working constantly under the threat of air raids, held church wherever the largest groups of men were found. He completed the final service at 1900 after walking more than 12 miles around the island. One alert held up services for more than an hour, and none of the services was conducted further away than one minute's running time from battle-station foxholes.

At an airstrip where Seabees were working a 24-hour day, a ring of bulldozers and trucks were drawn up to form a circle and the chaplain conducted prayers from the seat of a huge caterpillar tractor. At another battery he spoke from a sand-bagged parapet and at a third from the steps of a native hut.

Captain Workman is now on an inspection tour which will take him to outlying bases in the Caribbean Islands, South America, the Mediterranean area and the British Isles. Accompanied by Comdr. John R. Boslet (ChC), USN, and Comdr. Joshua L. Goldberg (ChC), USNR, he will observe firsthand the effectiveness of the Navy's program for ministering to the spiritual needs of its fighting men.

**How Did It Start?**

History has it that the rank of commodore was first created by the Dutch during a war with England in 1652.

The Netherlands was short of admirals and short also of money. By creating the new rank the Dutch obtained their needed flag officers at the cost of only half the pay of admirals.



(If you have a new or different version, send it along to the Editor.)

# Teamwork Wrecks the 'Tokyo Express'

Early days on Guadalcanal . . .

When Navy flyers bombed the "Tokyo Express" with beer bottles; when "Washing Machine Charlie" clanked around overhead nightly for four or five hours before dropping his 500-pound egg; when scout seaplanes had a top speed of 110 miles an hour, unprotected gasoline tanks, and a total armament of two .30-caliber machine guns.

All the tragedy and humor of those early days are recalled by one of the 15 naval aviators who comprised Airplane Cruiser Scouting Detachment, attached to the First Marine Division, Reinforced, at Guadalcanal—Lieut. George W. Polk, USNR, of Washington, D. C. Hospitalized for nearly a year as the result of wounds and malaria received in the South Pacific, Lieutenant Polk received his copy of the Presidential Unit Citation awarded the Marine division.

His only regret is that five of his comrades were killed or are listed as "missing in action" and cannot be present to share in the glory now being heaped upon their old outfit.

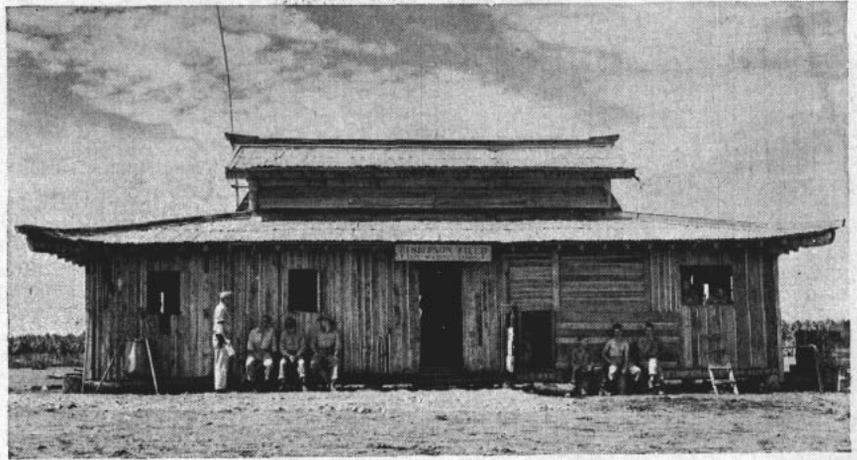
"I arrived in Guadalcanal with 120 men," Lieutenant Polk said, "three days after the initial occupation 7 August 1942, to set up the ground facilities for our air operations from Henderson Field. We got that done.

"The well-known five battles of the Solomons followed and we were all busy. Several of our cruisers were hit during those battles and their commanding officers, seeking to lighten ship, sent their scout planes, with their pilots, ashore. Fifteen planes and 15 aviators were accumulated.



Official U. S. Navy Photograph

Lieut. Polk in his flying gear.



Official U. S. Marine Corps photograph

*THIS PAGODA* was headquarters for Marine and Navy flyers at Henderson Field during the early months of the fighting on Guadalcanal.

"At this time the 'Tokyo Express' was still persistently and viciously active in attempting to shell our forces off Guadalcanal and destroy our shipping, which was reinforcing and supplying those forces. The Jap ships came down the 'slot' every night when the moon waned or when bad weather afforded them a cloak. This 'express' was a menace and we had to find some way of combatting it.

"At the time, we had a group of torpedo boats which were going after the 'Express,' but there were not enough PTs to patrol effectively the large area of ocean. We had our 15 scout seaplanes, but independently they were of little offensive use. Their top speed was 110 miles an hour, their armament was two .30-caliber guns, and their gasoline tanks were not protected.

"Some of us got together with the PT boys and formed a team. We devised our own signals for teamwork, our own system of coordinated attack, and then we went to work. Supplies—gasoline, oil, ammunition, tools, etc.—were scarce. We solved that problem. Agreeing that the PT stockpile and our stockpile were sacred, we decided that every other stockpile in the area was fair game for 'borrowing.'

"Our planes would go out and find the 'Express' coming down the 'slot.' We immediately radioed the PTs the position of the Jap ships. Then we attacked. We couldn't carry bombs, so all we could do was skim low over their decks and strafe 'em. We had one other weapon—empty Japanese beer bottles, left behind by the enemy when we took the islands. These we tossed down on the 'Express.' Our object was to get the Nips to open up on us so that they would reveal themselves by

their gun flashes. When they did cut loose, our PT boats, which had been lying in ambush, would let go their torpedoes. The PT boys hit several destroyers and at least one cruiser, damaging all severely and sinking some.

"Those were real tangles once they got going—the planes strafing, the Jap ships blazing away, and then the brilliant orange flashes as the PT torpedoes struck home. Often we were forced down at night. That's a funny sensation, making a landing on a black night without any idea of which way the wind is blowing. All you could do was glide downward and from about 400 feet keep the plane in a landing attitude (nose up and tail down) at the same time keeping enough speed to keep from stalling and spinning. You just sat there doing that and waiting to strike the water. If you hit pointed into the wind, fine. Downwind was bad, but not too tough. If you landed crosswind, you got very busy and hoped you'd be very lucky, so you could get straightened around before the top of a swell hit a wing tip and wrecked you.

"Back at our base, we'd try to get some sleep while 'Washing Machine Charlie' clanked around upstairs. 'Charlie,' who also was known as 'Louis the Louse' and 'Maytag Charlie,' was a Jap light bomber who cruised around overhead hour after hour with an engine that sounded like a washing machine. He carried a 500-pound bomb but was careful never to drop it until he had been overhead for four or five hours. This meant many hours of lost sleep below until the bomb was deposited safely. You will understand why 'Charlie' was called many other names, none printable.

"'Charlie' contributed to our work in a way, at that. While we sat on the

edge of foxholes waiting for the bomb, we kept working on our tactics. We devised tricky passwords to be exchanged between boats and planes so that an English-speaking Jap would not be able to upset an attack. We were able to accomplish our primary objective, which was to break up the Jap attacks on Guadalcanal and our shipping.

"Many of us were forced down or shot down. I was forced down while out searching for a lost fighter pilot. I couldn't find him but a Jap Zero found me. My plane was no match for his, but I fought him off long enough to get into a provident cloud and hide until he went away. That little dog-fight, however, used up my remaining gasoline and I had to make a night landing. I spent the night on the water and the next eight days behind the Jap lines, trying to get back to my detachment. I finally was picked up by Lieut. Bruce G. Brackett, USNR, who shortly afterward was shot down at night. Bruce is listed as missing.

"Sitting around the foxholes, we got to know each other much better. We had many laughs, occasioned by incidents such as the one when a pilot, down on the water and out of gas, asked a PT boat to bring over some fuel. The PT came alongside and one of her crew and the radioman-gunner of the plane began transferring gasoline. Noting that it was taking an inordinately long time, the PT skipper asked what was going on. Growled the PT sailor: 'This aviator guy is offering only 17 cents a gallon and our price is 20 cents.'

"But all was not fun and laughter around the foxholes. Once in a while, before realizing it, someone would mention the name of one of our comrades who had been killed in night landings, or shot down, or of those who had died when the fragile PT boats had been caught in Jap crossfire . . . gallant fighting men who gave their lives that the 'Tokyo Express' might not run."



Mainsheet (NTS, Bainbridge, Md.)

"And he's been waiting since '42."

## Legislative Matters of Naval Interest

Post-war planning for veterans of this war is moving forward rapidly in Congress with the introduction of scores of bills for the benefit of those who return to post-war life at home.

Much of this legislation is in the initial stage, under study by congressional committees or government departments or both, so it is impossible to determine its final form.

Among introduced legislation is the so-called "G.I. Bill of Rights," sponsored by the American Legion and a number of members of Congress, including 79 senators. This bill would provide hospital facilities, speedy settlement of disabled veterans' claims, educational and vocational training opportunities, unemployment compensation, loans for the purchase of homes, farms or small businesses, a board to review discharges and the concentration of all government service to veterans under Veterans' Administration.

The bill which carries the largest financial return to the veteran is the proposed Veterans' Adjusted Service Pay Act of 1944, also authored by several members. It is designed to pay up to \$3,500 to men and women of the armed forces for duty within the continental limits and \$4,500 for overseas duty. Total appropriation entailed would be approximately \$30,000,000. The measure is sponsored by five national organizations of veterans—the Army and Navy Union, Regular Veterans Association, Veterans of Foreign Wars, Disabled American Veterans and Military Order of the Purple Heart.

The bill would give men and women who serve honorably in the armed services a credit of \$3 per day for home service and \$4 per day for foreign service, with an extra credit of \$500 "for any wound for which the issuance of a wound chevron or other decoration or medal is prescribed." The \$500 figure also is the maximum for compensation for wounds.

There would be a minimum credit of \$100 for any home service and \$500 for any foreign service, with the maximums stated above, and with the top a payment of \$5,000 to one who had the maximum of service (\$4,500 overseas) plus an extra credit of \$500 for having been wounded by the enemy. Payment would be in the form of bonds issued by the Secretary of the Treasury upon certification from the Navy and War Departments of the amounts due each veteran.

\* \* \*

The following legislation of interest to the naval service has become law:

To present, in the name of Congress, a Distinguished Service Medal to Gen. Thomas Holcomb, recently retired commandant of the Marine Corps.

To grant military rank to certain

members of the Navy Nurses Corps. This bill gives Navy nurses military rank for the duration of the war and six months thereafter, or until such time as the Congress by concurrent resolution or the President by proclamation may designate. Heretofore, the Nurse Corps officers enjoyed only relative rank up to and including the rank of captain. Their authority covers personnel of the Nurse Corps, and in naval hospitals, and other medical establishments ashore and afloat, they rank in authority after commissioned officers of the Medical and Dental Corps.

Executive nominations for temporary service recently confirmed by the Senate:

Vice Admiral Raymond A. Spruance to be admiral.

Rear Admiral Richmond K. Turner to be vice admiral.

Rear Admiral Louis E. Denfeld, whose previous appointment was effective only while serving as Assistant Chief of BuPers, to be rear admiral.

Captain Forrest B. Royal to be rear admiral.

\* \* \*

Legislation introduced but not acted upon at this writing:

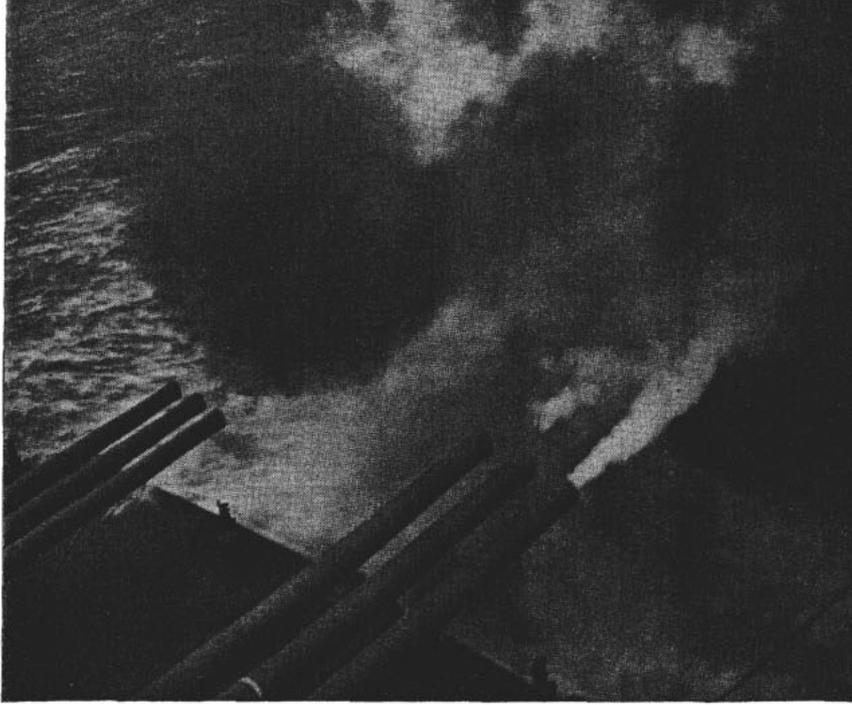
To provide that Navy Reserve officers who are graduates of Naval Reserve training schools shall be eligible for permanent commissions under the same conditions as Naval Reserve officers, who, prior to being commissioned, were members of the Naval Reserve Officers Training Corps. (H. R. 4237, by Representative Poulson of California.)

To authorize the President to present in the name of Congress, Distinguished Service Medals to Admirals Chester W. Nimitz and Royal E. Ingersoll. (H. R. 4377 and H. R. 4399, by Representative Vinson of Georgia, chairman of the House Naval Affairs Committee.)

To reestablish the grade of Admiral of the Navy. (H. R. 4134 by Representative Vinson.) There has been only one Admiral of the Navy, Geogre Dewey, hero of the Spanish-American War. The rank ceased to exist with the death of Admiral Dewey, 16 January 1917. The Vinson bill provides appointments to such grade shall be made by the President, subject to confirmation of the Senate, from among line officers on the active list and retired line officers on active duty serving in the rank of admiral in the regular Navy. The number of officers in the grade of Admiral of the Navy on the active list would not be allowed to exceed two.

\* \* \*

(For congressional action on Soldiers' Vote Bill, see story on page 63.)



Official U. S. Navy photograph

*'The rising might of America is now evident in many theaters.'*

## *'Toast to the Navy'*

By WALTER LIPPMANN

*Reprinted with permission from the New York Herald Tribune.*

In the Marshalls and at Truk the Navy has done more than to win a good victory over the enemy. It has won a resounding victory in the hearts and minds of our people over the anxiety and the doubt which have, since the close of the other war, divided and confused us. We have been afraid of our destiny in the great world where we are bound to play so great a part. We have doubted the strength and validity of our institutions—not only the radicals who wish to alter them but also the conservatives who thought nervously that American institutions were too fragile to be used.

We have lived through an epoch which has been one prolonged crisis of American confidence. We could not settle the other war. We could not reconstruct the foundations of the economic order. We could not avert the greatest depression of modern times and we did not overcome it successfully. We did not use our influence to prevent this second world war. We did not prepare for it. When war came, we were defeated by the Japanese in the Pacific and our shipping was ravished by the German submarines within sight of our very shores. And so doubt corroded the American spirit. The nation was in doubt whether it could meet the final tests of nationhood and survive triumphantly in the struggle for existence. This doubt has paralyzed the political life of the nation, and has infected its

spirit with cynicism, sentimentality, frustration and an ignoble hedonism.

Such an inward crisis in the life of a people can be resolved only when by its own exertions it earns the conviction that it has within itself what it takes to play its destined part. The crisis ends and the soul of the nation becomes composed and serene when the nation has proved to itself its own worth. That conviction came to the British when they stood alone after Dunkirk and won the Battle of Britain. It came to the Russians at Stalingrad. It will begin to come now to us, now that we have beheld these campaigns which have proved not only the weight of American industry and the valor of American men but also the intelligence to organize them, the imagination to command them and the discipline to use them.

Kwajalein and Truk are memorable not for the quantity of the power which has been assembled in the Pacific; no one ever doubted our capacity to be big. They are memorable for the quality of the planning and command that has been demonstrated; of this we had become dreadfully uncertain in the cynical, sentimental, materialistic days between the two wars. The rising might of America is now evident in many theaters. But here in these naval operations American might has attained full maturity and indisputable excellence.

Such things are not achieved by accident. We owe them in the first instance to Admiral King, whose insight and iron resolution are now proved and rewarded, and to the Navy De-

partment, which has supplied him with the means, and to the commanders whom he has chosen so well.

It is a true instinct of our people which causes them to celebrate such an achievement and find in the revival and reconstitution of American naval power the pride which restores their confidence. We have always looked upon the Navy as the first line of defense. But the experience of this century has taught us, and especially this amphibious war in the two oceans, that the United States, though it is continental in size, is an island power.

In war and in peace we are set amidst the seas. The places we must make secure—from Alaska to the Philippines to Panama, from Iceland to Brazil—are overseas. We can be attacked only by seaborne forces and when we wage war on land or in the air our forces are always first of all sea-borne. Every American soldier is in the last analysis a marine who must embark in a ship in order to meet the enemy.

Therefore, just as the final security of Russia is in the Red Army, so the final security of the United States is in the Navy. This ultimate fact is unaffected by professional arguments about whether airplanes can sink battleships, or whether they should fly from land bases or from carriers, or whether the final defeat of our enemies has to be administered by the ground forces. The consideration which governs the whole of American security is that we are an island power which must make secure the surrounding seas and the opposite shores. Sea power, that is to say power over the seas, is our central need. How to meet this need is in the true sense of the term a naval problem in that the issue for us is always the crossing of the seas. Whether this is done by surface ships, submarines or aircraft, or by the combination of all arms, is a subsidiary question of ways and means.

This is why we must put such great store upon the proof which has been given in the Marshalls and at Truk that the Navy has mastered the art of combining all arms in order to strike successfully across the seas. We shall learn from it, as the proof sinks into our minds, that we need doubt no longer the capacity of the nation to meet its tests and to fulfill its destiny.

When we have allowed ourselves to believe that, and have become convinced of it, we shall find it hard to remember how baffled and frustrated we have been, how nervous and worried, over domestic difficulties in politics, administration, economics, which a proud, strong and confident people will take in its stride.

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*In a scene similar to the one Mr. Clapper describes, carrier planes in the Pacific warm up for a pre-dawn takeoff.*

## 'Their Skipper'

By RAYMOND CLAPPER

*Written as a newspaper column by Mr. Clapper before the battle of the Marshall Islands, in which he lost his life, the following is reprinted with permission of the Scripps-Howard Newspapers and United Feature Syndicate.*

"ABOARD AN AIRCRAFT CARRIER, SOMEWHERE IN THE PACIFIC—It was from some of the youngsters on the forward guns that I learned about the captain of this carrier, and incidentally something about the youngsters.

"It was still dark. We had just put off the dawn patrol, and I had had

someone point out to me the Southern Cross, which below the Equator is to amateur astronomers what the Big Dipper is north of the Equator. We were at general quarters, with all hands at battle stations. I had been on the flag bridge watching the operation, and then I went over to the forward gun platform to talk with these youngsters.

"One of them, who has a wife and two children in Massachusetts, plays in the ship's band. He and a partner had a garage until the draft took their help, whereupon they closed up and our friend joined the Navy. With him was a blond youngster who also plays in the band. He grew up in New Jersey but has a wife and baby in Tennessee.

"How old is the baby?" I asked.

"Two months and three days," he said, which shows what kind of new father he is. He has never seen his baby. He studied music at the Juillard School in New York, and like his buddy he stands by on the guns when the call for battle stations is sounded.

"I didn't bring up the matter of the skipper. They did. I was saying how glad I was to be aboard.

"We think we have the best skipper in the Navy," said one of the boys.

"His talks to us before we go into battle are wonderful," said the other. 'You should have heard the talk he made to us when the ship was commissioned. He said this ship would take us right into Tokyo.'

"Some of these boys think it is the skill of the captain that has brought the carrier through six tough fights without a scratch.

"You should have seen the near misses dropping around us on the Ra-

baul strike!' one of them said. 'They were coming down right close on one side and then on the other side, but the skipper just swung her around and we got through between them.'

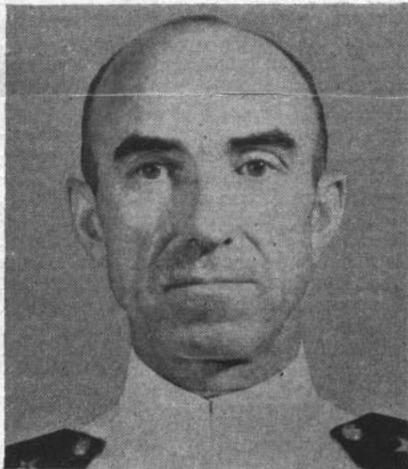
"When I asked the captain about it, he said God was with the ship. He said you can have the best crew in the Navy, and the best ship, but you still need some luck to get through.

"He has had luck, and not the least of it is to have a friendly, straight-shooting personality to go with his skill. He does not go in for the bel-lowing, sadistic explosions affected by the oldtime seadogs. He commands not only the confidence of the entire personnel but its affection, to a degree I have not observed elsewhere in this war, and which officers aboard say is exceptional.

"I emphasize this because the Gen. Patton incident has shaken the confidence of some parents in the way their boys are being treated by officers.

"Any number of bluejackets have volunteered to me some remark or other about the skipper of this happy ship. They say they will make any kind of fight for him. Recently he got orders for a promotion which involves his leaving this ship, and a number of the men have gone to him to say how much they regret his leaving. Several of them remarked to me that they are glad he is staying on through the next action with them, for they are almost superstitious about their luck with him. It is a phenomenon which gives a lift to a civilian guest aboard this ship, especially one coming out of the atmosphere of Washington.

"I don't know what the explanation is. In fact we seldom know what makes leadership. But you always know when it is there, as every last man on this ship knows it."



Official U. S. Navy photographs

**THE SKIPPER** about whom Mr. Clapper was writing in the column reprinted here: Rear Admiral (then Captain) John J. Ballentine, USN.

# BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

APRIL 1944

NAVPERS-0

NUMBER 325

## Brothers in Arms

Early in the war, there was a gag which had it that Navy men should be nice to Army people, and vice versa, "because they're our allies too." This was all good clean fun, but could be taken as a reflection that the Army and Navy did not work together.

Those who actually knew the situation, of course, knew better—but there is no way of really proving such a thing except by action, and unfortunately the early phases of the war did not lend themselves to such proof. It is pretty hard to prove any kind of positive point by defensive fighting.

Now that America has really taken the offensive, however, the proof is abundant. It may or may not have escaped notice that only the closest of Army and Navy cooperation—plus cooperation with Allied forces—could have made the African invasion and later Sicilian and Italian landings successful. But now that the offensive is rolling in the Pacific, even the most casual layman can see that there is full, wholehearted cooperation. The Marshalls could not have fallen, the push toward China could not be progressing unless there were such cooperation.

It is not that this cooperation is new-found. It is just that in spectacular events, such as those of recent months, it becomes more clearly evident. The Army and the Navy have always known that it is all the same war—and have known that to win it we will have to win it together.

The fact that we are winning it proves the point.

### LAST MAY



On Attu, in the fog-shrouded Aleutians, the Navy landed U. S. troops which, in brief but bitter fighting, wiped out Japanese who had occupied the island almost a year earlier and were developing it as a threat to the American mainland itself.

1944	MAY							1944
SUN	MON	TUE	WED	THU	FRI	SAT		
	1	2	3	4	5	6		
	7	8	9	10	11	12	13	
	14	15	16	17	18	19	20	
	21	22	23	24	25	26	27	
	28	29	30	31				

What will we do THIS YEAR?

## Quotes of the Month

● *Admiral Nimitz*: "The principal obstacle in the Pacific now is not Japs but geography—the size of the Pacific Ocean."

\* \* \*

● *Secretary Knox*: "It was teamwork which enabled the United Nations forces to carry through to success the greatest amphibious operations ever conducted in any war. I can promise without revealing any military secrets that these combined operations will seem small when operations now being planned take place."

\* \* \*

● *Prime Minister Churchill*: "Airpower was the weapon the marauding states selected as their tool of conquest. I will not moralize further than to say there is a strange, stern justice in the long swing of events."

\* \* \*

● *Goebbels*: "As we have promised, we shall come out of this war more fanatical Nazis than ever."

# LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from the local commanding officer in all possible instances. Answers to correspondence addressed to the Editor will be through this column only.

## FULL ADMIRALS

TO THE EDITOR:

At the present time, how many full admirals are there in the U. S. Navy who have the permanent rank of full admiral?—D.A.H., AS, USNR.

● *Twenty-six, all on the retired list, of whom nine now are on active duty. In addition, there are six full admirals with temporary rank on the active list as of 1 March 1944.*

*Those on the active list who hold the temporary rank of full admiral, in order of their lineal positions, are: Admiral Ernest J. King, Commander-in-Chief, U. S. Fleet and Chief of Naval Operations; Admiral Harold R. Stark, Commander U. S. Naval Forces, Europe; Admiral Chester W. Nimitz, Commander-in-Chief, U. S. Pacific Fleet; Admiral Royal E. Ingersoll, Commander-in-Chief, U. S. Atlantic Fleet; Admiral William F. Halsey, Commander South Pacific Area and South Pacific Forces, and Admiral Raymond A. Spruance, Commander Central Pacific Force.*

*Those on the retired list, now on active duty, in order of their lineal positions, are: Admirals William D. Leahy, chief of staff to the Commander-in-Chief of the United States Army and Navy; Thomas C. Hart, member of the General Board; J. M. Reeves, on duty with the Secretary of the Navy; H. E. Yarnell, Office of Chief of Naval Operations; Arthur J. Hepburn, Edward C. Kalbfus and Claude C. Bloch, General Board; J. O. Richardson, Executive Vice President, Navy Relief Society, and C. P. Snyder, Naval Inspector General.*

*Those on the retired list and on inactive duty, in order of their lineal positions, are: Admirals Henry B. Wilson, Joseph Strauss, William V. Pratt, William H. Standley, Clarence S. Williams, Thomas Washington, Samuel S. Robison, Richard H. Jackson, Louis McC. Nulton, Louis R. de Steiguer, Montgomery M. Taylor, Charles B. McVay Jr., Richard H. Leigh, Luke McNamee, David F. Sellers, Frank H. Brumby and Orin G. Murfin.*

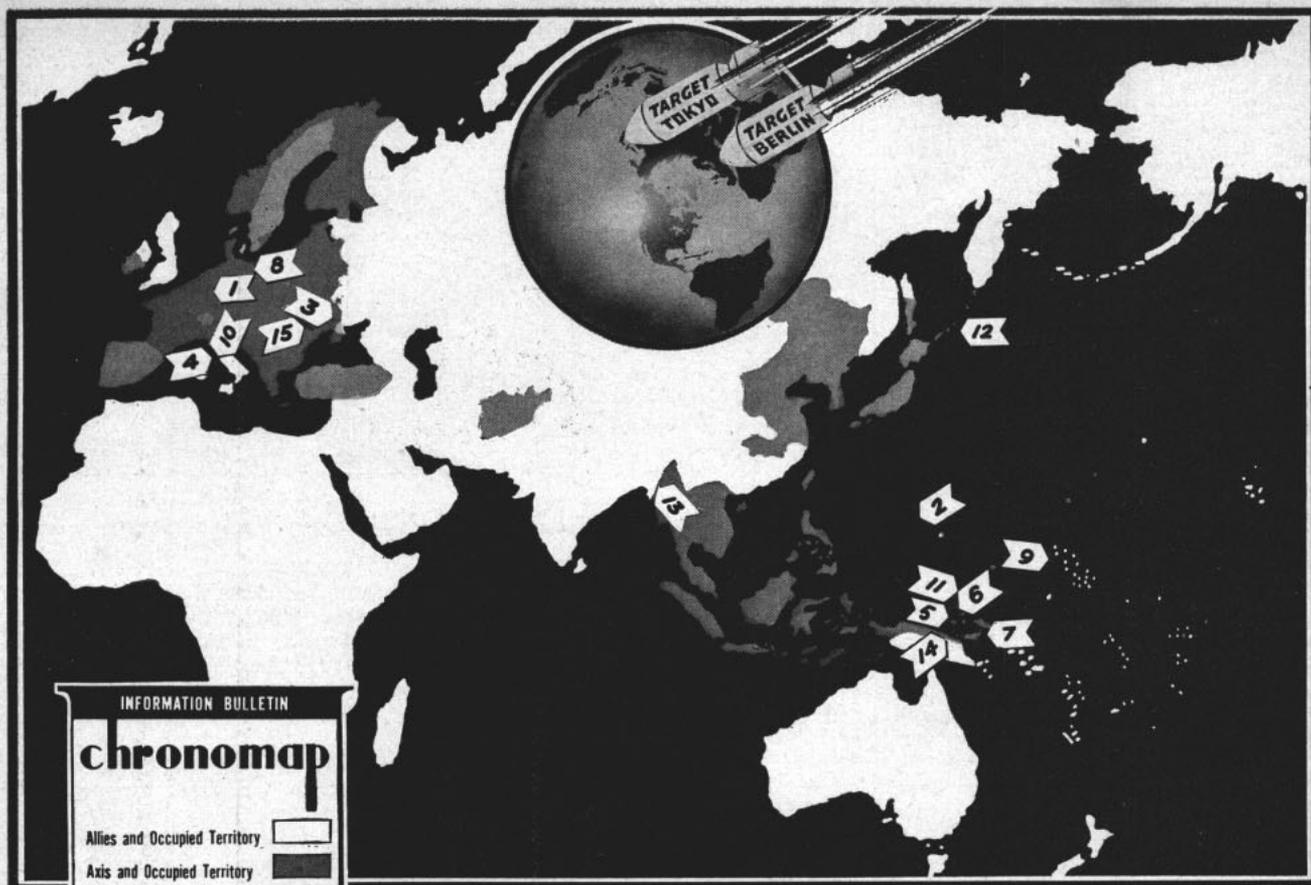
## AM I A SEABEE?

TO THE EDITOR:

I am a member of the Hospital Corps assigned to duty with a naval Construction Battalion. Am I a Seabee?—W.F.R., PhM1c, USN

● *No. You are a Hospital Corpsman assigned to duty with the Seabees. The procurement program for Seabees did*

(Continued on page 46)



21 February—20 March

1. 21 Feb.-20 March—Round-the-clock Allied bombing devastates Nazi industrial cities, cuts plane production.
2. On 22 Feb.—Pacific Fleet task force raids Marianas.
3. On 22 Feb.—Red Army retakes Krivoi Rog.
4. On 24 Feb.—Strong Nazi assaults on Anzio beachhead repulsed.
5. On 25 Feb.—Allied planes sink Jap destroyer, two cargo vessels, nine barges in Bismarck Sea.
6. On 29 Feb.—Americans invade Admiralty Islands.
7. On 7 March—Marines land on Talasea Peninsula, 160 miles from Rabaul.
8. On 7 March—Eight hundred U. S. heavy bombers raid Berlin by day.
9. On 12 March—Americans capture Wotho Atoll in Marshalls without opposition.
10. On 15 March—Allied bombers level Cassino with 3,500-ton assault.
11. On 15 March—U. S. Army bombers raid Truk.
12. 16-18 March—Aleutians-based U. S. bombers raid Jap Kurile Islands bases.
13. On 17 March—U. S. planes land Allied troops behind Japanese lines in Northern Burma, following occupation of Hukawng Valley by U. S. and Chinese infantry.
14. 19-20 March—U. S. bombers sink five-ship Jap convoy off Wewak.
15. On 20 March—Russians sweep into Bessarabia.

## THE MONTH'S NEWS

(Period of 21 February through 20 March)

*Pacific Blows Bring Us Nearer  
Philippines; Air Raids Rock Nazis;  
Red Army Rolls Into Bessarabia*

### The War

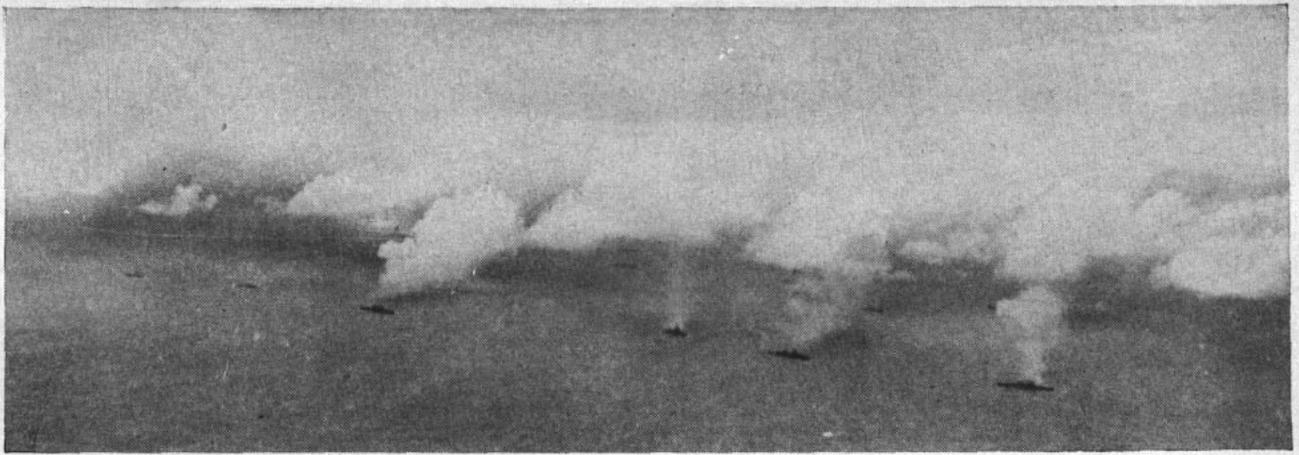
In the South Pacific the Allies tightened the noose around the beleaguered Japs in their last battered bases as our forces moved to within 1,300 miles of the Philippines. From Russia the Red Army, launching new and powerful offensives, swept over the Bessarabian border, pounded at the gates of Estonia and Latvia, and surged toward central Poland. Fighting in Italy was clogged through mud and rain, and American bombers leveled the Cassino fortress. In Europe hundreds upon hundreds of Allied bombers launched

the long-promised "round-the-clock" devastation of German industrial cities.

In the Pacific, Army and Navy planes were taking off from newly won Marshalls bases and smashing deep and wide at Truk, the Carolines, the Marianas, Guam, Wake, Paramushiru, Ponape and other Jap strongholds. A pincer offensive in Burma surprised the Japanese. The Battle of the Atlantic continued heavily, almost overwhelmingly, in our favor. The Nazis were busily checking their defenses against the coming invasion and viciously striking at London with what the English referred to as the "little blitz."

On 29 February Americans landed in the Admiralty Islands at Los Negros, quickly seizing the airfield at Momote. It was estimated that the bold surprise stroke had trapped 50,000 Japs. Their new positions at Los Negros placed our forces only 1,300 miles from the Philippines.

A week later the Allies "leap-frogged" a landing at Mindiri, behind the Jap lines, and the next day another landing force established itself on the Talasea Peninsula only 160 miles from Rabaul. On the 15th we seized Manus Island, close to Los Negros, and three days later were in con-



Official U. S. Navy photograph

*Smoke clouds rise as U. S. warships form a "bombardment assembly line" during Kwajalein invasion*

trol of the valuable Lorengau airbase there. By 20 March all vital Admiralty positions were ours.

Meanwhile, we continued to pound and blast at the last Jap bases in the Solomons and to repulse all counter attacks. Japs on Bougainville failed in several attempts to push back our Empress Augusta Bay forces. Marines joined with Army forces on Cape Gloucester on 24 February, winning the entire southern half of New Guinea.

Our South Pacific naval and air forces got nine ships of a convoy off Kavieng and Rabaul was shaking under a relentless air pounding. All enemy supply and convoy traffic was disrupted in the Solomons area and attempts to utilize barges were frustrated. At one point the Allies could count over 300 barges destroyed or seriously damaged in a three-week period.

Additional good news was furnished by British submarines operating in the Malacca Straits, where they sank a Jap carrier and probably a cruiser.

The Russian Army, rolling forward on its long front, had two offensives steamrolling at once. At month's end one had swept into Bessarabia and taken 40 localities. In the Ukraine, the destruction of an entire German army was confidently promised as great quantities of supplies, equipment and prisoners fell to the advancing Red fighters.

On 22 February the huge mining city of Krivoi Rog was retaken by the Russians after four months of fighting. Russia could boast that three-fourths of all land once held by the Nazis had been recovered. On 14 March the Black Sea port of Kherson was again in Red Army hands along with vast amounts of booty. The rich grain lands of the Ukraine had been recovered. The Red juggernaut was inexorably rolling toward old Rumania and Germany.

Meanwhile, Finland announced rejection of the Russian peace terms.

Finnish military leaders admitted they could not stop a Red offensive.

Desperately falling back before the Red surge the Nazis apprehensively watched the invasion coast and staggered under daily bombing raids of unprecedented force. The new "factory buster" bomb, weighing six tons, was used on specific targets.

On 8 March 350,000 bombs were dropped on German targets in one daylight raid. On 16 March 1,000 heavy American bombers struck at plane factories.

A two-way Allied air pincer, timed to arrive from the airfields of England and Italy on schedule, smashed at German and Austrian targets. By the end of February, Allied air leaders estimated that German production of twin-engine planes had been cut from 500 to 100 a month, production of single-engined fighters reduced from 1,000 to 400 a month.

The Nazi answer, a new blitz against London, was reported a half-hearted effort which accomplished no

major damage.

From the Central Pacific our reconnaissance planes returned with the full story of the raid on Truk. Photos showed 23 Jap ships on the bottom and 11 damaged. The surprise strike at Truk echoed all the way to Tokyo, where Prime Minister Tojo removed Field Marshal Gen. Sugiyama and Admiral of the Fleet Nagano. Tojo took over both jobs personally.

On 22 February a Navy task force hit Saipan and Tinian Islands, in the Marianas, only 1,300 miles from Tokyo. Our force was detected but suffered no losses in ships, the Navy later announced. We lost six planes in the raid but bagged a total of 135 planes in the air and on the ground and smashed many installations.

By mid-March our planes from the new bases and from carriers were blasting at the last Jap Marshalls bases which had been left to "wither on the vine." Oroluk, 230 miles east of Truk, was bombed on 13 March and two days later our land-based planes



*OLD SEA DOG learns new tricks: This four stacker of World War I, older than many of her crew, has been converted into an APD (auxiliary destroyer transport) for taking men swiftly to fighting fronts. Ship also carries small landing craft, which are lowered from davits.*

were back over Truk itself. This time explosions and fires were left raging on Einewetok. Wotho, another Mar-ammunition and fuel dumps were hit.

On 20 March Army, Navy and Marine planes struck at seven Pacific targets stretching from Paramushiru to the Marshalls and Carolines. Earlier in the month we had mopped up on Eniwetok. Wotho, another Marshalls base, had been occupied without opposition.

Admiral Nimitz made a surprise appearance in Washington and conferred with Secretary Knox and President Roosevelt. He revealed that our submarines have taken such a toll of Jap shipping that the Japs were probably unable to supply Truk and were therefore forced to withdraw their fleet from that bastion. Two days later the Navy announced 16 more Jap ships downed by our subs.

In Italy, bitter fighting at the Anzio beachhead and at Cassino was deadlocked for a month. The Allies dug in and apparently were safely established at the beachhead. Cassino, a Nazi fortress and veritable minefield, resisted all attacks for weeks. Then, on 15 March, Lt. Gen Ira Eaker's planes launched an all-out assault which practically reduced the hill city to rubble. A total of 3,500 tons of bombs and 85,000 artillery projectiles blasted the city.

A pincer-offensive in Burma brought capture of Walawbum and occupation of the Hukwang Valley. On one arm, American troops fought side by side with American-trained Chinese forces, while British jungle fighters joined with Chinese in the other arm. The offensive resulted in the killing of 2,400 Japs and the trapping of 2,000 more. American airborne troops were

## CASUALTY FIGURES

Casualties among naval personnel through 20 March totaled 42,302. The totals since 7 December 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	13,506	3,647	8,277	2,476	27,906
U. S. Marine Corps..	4,150	7,112	735	1,945	13,942
U. S. Coast Guard..	319	91	44	.....	454
Total .....	17,975	10,850	9,056	4,421	42,302

\* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

being landed behind the Japanese positions at the end of the month.

In the Atlantic, the London Admiralty revealed, ship losses for the last half of 1943 were less than 1 in 1,000. In 1941 the figure was 1 in every 181. For the full year of 1943 losses were reduced to 1 in 344.

During the month, five British sloops operating on sub patrol accounted for the destruction of six U-boats in an action covering 20 days. The greatest convoy in war history arrived safely at England with vast stores and numbers of American men.

On 12 March England closed all travel to and from Eire after the Irish government refused to expel Axis spies, diplomats and industrialists.

Pope Pius XII pleaded with the belligerents to spare Rome and not transform it into a battlefield. The Allies replied that the fate of Rome, either as an open city or a defended fortress, depended upon the Nazi command.

## Navy News

• Establishment of the new Seventeenth Naval District, composed of Alaska and the Aleutian Islands, effective 15 April 1944, was announced in Alnav No. 61 issued 15 March 1944.

Headquarters of the new district will be at Kodiak, but the Alnav contained authority for establishment of temporary headquarters at Adak.

To create the new district, Alaska is removed from the Thirteenth Naval District.

• With an average of 11.7 ships being commissioned each day, the Navy is still expanding and will not reach its maximum strength until some time in 1945, under present plans. The present strength of the Navy is 2,510,000 officers and enlisted personnel, including the Women's Reserve. Increased numbers of enlisted personnel, in addition to many civilians, are being commissioned to man the new ships. Young, seagoing officers under 35 are particularly needed for amphibious operations, for cargo transports and destroyer escorts.

• Three new officer training schools, with a combined capacity of nearly 6,000 men, were opened by the Navy last month. They will be needed to accommodate graduates of the V-12 program, as well as increased numbers of enlisted men from the fleet who are being given officer training. The new schools are: U. S. Naval Reserve Midshipmen School, Cornell University, Ithaca, N. Y., with a capacity of 800 students; Naval Training School (Indoctrination), Camp Macdonough, Plattsburg, N. Y., with a class of 2,000, and U. S. Naval V-12 Pre-Midshipmen School, Asbury Park, N. J., with approximately 2,500 students.

• By surprising Jap planes and blasting them on the ground, air groups from Navy carriers are destroying enemy aircraft at the rate of more than 13 to 1 in the current Central Pacific offensive, Secretary of the Navy Knox revealed last month. Since last November more than 600 Japanese planes have been destroyed, while the Navy lost 45. About 40% of the enemy aircraft destroyed—253 planes—were bombed or strafed before they had a chance to get into the air. Eighty-seven Jap planes were destroyed in the attack on Saipan in the Mariana Islands, even though the Japanese had more than a half day's warning of the impending strike.

• All women procured in the future from civilian life for commissions in the Women's Reserve will be commissioned for certain types of duty, in accordance with their civilian training and the needs of the naval service.



Official U. S. Navy photographs

*NEW SEA DOG joins the fleet—the amphibious tank LVT(A)-1. Differing from earlier "water buffaloes" in its turret superstructure, the tank boasts a 37-mm. gun and two .50-cal. machine guns. The low silhouette of the new model makes it a difficult target to hit.*

While it has always been the policy of the Navy to assign commissioned women to duties in which their civilian experience would be most valuable, candidates formerly were selected on a rather general basis. Women officers are being sought for supply, communications, air navigation, aerology, educational services, radar (technical), radar (administrative), medical and general duty. There are now more than 7,000 Women's Reserve officers, and it is anticipated that there will be more than 10,000 by the end of 1944. A sizeable proportion of the new officers during 1944 will be commissioned from the enlisted ranks. All officer candidates must successfully complete the course at the Naval Reserve Midshipmen's School (WR), Northampton, Mass.

• Vice Admiral John W. Greenslade, USN (Ret), has been assigned to the new post of Pacific Coast Coordinator of Naval Logistics, with headquarters in San Francisco. As coordinator, he will be the representative of the Secretary of the Navy and of the heads of all offices, bureaus and activities of the Navy Department to effect coordination of procurement, transportation, distribution, staging and overseas supply of material and personnel in the Eleventh, Twelfth and Thirteenth Naval Districts. Admiral Greenslade was retired 1 February, relinquishing his post as Commander, Western Sea Frontier, and Commandant, Twelfth Naval District.

• Nearly 800,000 letters from service men in the Pacific to the folks at home—the largest airmail load in history—were flown last month from Pearl Harbor to San Francisco by the *Mars*, the huge NATS flying boat. The mail weighed 23,846 pounds, and an additional 1,200 pounds of critical war material also was carried. The mail load



Official U. S. Navy photographs

*"LOST" BLIMP is saved in Navy's first blimp salvage operation of its kind. Forced down on a Caribbean isle by fuel exhaustion (Information Bulletin, Jan. 1944, page 28), the \$350,000 K-68 was rescued piecemeal, re-erected at its home base, and now flies again. Here a sister ship cruises above, watching salvage crew at work.*

was some 9,000 pounds heavier than any prior mail cargo ever carried by a plane.

• Twenty huge aerial freighters, similar to the 70-ton *Mars*, will be built for the Naval Air Transport Service. They will be even larger and more efficient than the *Mars*, which is now in service in the Pacific. The inside

of the hulls will be stripped of shower baths, pressurizing equipment and bulkheads to increase the cargo-carrying capacity. While primarily designed for cargo, the planes will have built-in fittings which will permit instant conversion into a hospital ship, a passenger transport or a troop carrier. A plane will accommodate 84 litter cases with 25 attendants, or 50 passengers in reclining chairs, or 132 troops, all seated.

• Gen. Thomas Holcomb, who was retired 1 January after serving as commandant of the U. S. Marine Corps since 1936, has been nominated by the President and confirmed by the Senate as U. S. minister to the Union of South Africa. General Holcomb is the first marine to become a full general.

• A Marine torpedo squadron made the first airborne rocket attack against Rabaul last month, the planes being equipped for firing the missiles from mechanisms on both wings. The attackers dropped down from 12,000 feet and made a low broadside attack on a 450-foot cargo ship. Rockets and bombs were seen crashing home, while some rockets exploded in the water just a few feet short of the vessel.

• Navy and Marine Corps personnel blinded in the war will not be discharged until their social adjustment for vocational rehabilitation training has been completed. They will be cared for at centers to be established and operated by the Army Medical De-

## 'There's Nothing New Under the Sun'

The following letter, written in 1846 by Daniel Webster, then a member of the United States Senate, was recently discovered among the records of The Museum of the U. S. Naval Academy:

"George Bancroft, Sec. Nav.  
Dear Sir;

Mr. William E. Le Roy, a member of Mrs. Webster's family, is now serving as Lieut. or Acting Lieut. on board the *Potomac* in the Gulf of Mexico. He has applied to the Department, as I learn, to be detached from that ship & be permitted to come home. Mr. Le Roy is, as I believe, a very valuable officer, readily & cheerfully complying with all orders, & perhaps few or none of his age & rank have been more at sea. After a long cruise in the Pa-

cific, he was married, on his return, I think about two years ago, & was soon ordered again on foreign service, & has been with his family but three months since his marriage . . .

There are family reasons, which induce him to feel a strong desire to return to the U. States.

The object of this letter is to bespeak your favorable consideration of his application; & if the good of the Service will allow it, Mrs. Webster & myself, as well as other friends, should be much gratified by the granting of his request.

I am, with much regard, very truly yours

Dan' Webster"

Letters of the same type are being received today.



Official U. S. Coast Guard photograph

*STREAMS OF WATER from a fire boat mark second anniversary of Coast Guard protection of U. S. ports, through which have safely streamed men, munitions and supplies without a single major loss. At right, inspecting waterfront security measures in Washington, D. C., is Vice Admiral Russell R. Waesche, U.S.C.G. Commandant.*

partment, although they still will be in the Navy, Marine Corps or Coast Guard. Use of these facilities was provided by an approved report prepared by Secretary of the Navy Knox, Secretary of War Stimson, Paul V. McNutt, chairman of the War Manpower Commission, and Brig. Gen. Frank T. Hines, administrator of Veterans' affairs. Thus far in the war three Navy and Marine Corps personnel have been totally blinded.

• Rear Admiral Alan G. Kirk, USN, has been named commander of the U. S. task force operating as part of the Combined Naval Force in Eng-

land. Rear Admirals John L. Hall, USN, and John Wilkes, USN, will command units of Admiral Kirk's task force.

• Twenty-two Negroes will be commissioned as officers in the Naval Reserve to fill billets now available, the Navy Department announced last month. Twelve qualified enlisted men will be selected as line officers, with the rank of ensign, and 10 professionally qualified staff officers will be commissioned, probably from civilian life. The department also announced that two new vessels would be manned predominantly by Negro crews. A destroyer escort will have 160 Negroes and 44 white enlisted men until Negroes can qualify for all ratings and completely man the ship. A PC now under construction will have an initial crew of 52 Negroes and nine whites, but eventually will have an all-Negro crew.

• Because brass is needed for more essential war materials, the Navy is using plastic bugles, and has found they have two advantages: they are lighter in weight and extreme changes in temperature do not affect their tone.

### Home Front

Maj. Gen. Lewis Hershey, Selective Service director, announced last month that farmers in certain age groups would be called for draft reclassification. Civilian workers in government agencies also were being sifted.

Qualified students under draft age

will replace some of the 110,000 students ordered to the colors from the Army's specialized training program. In taking qualifying tests in the high schools for the Army and Navy college programs, candidates will express preference for Army or Navy training. The 17-year-olds who pass the tests and express preference for the Navy will be assigned to V-12 training but will not be immediately inducted.

\* \* \*

Army engineers dredging a deeper channel in the Delaware River at Philadelphia uncovered a "secret weapon" of the American Revolutionary Army. It was a sunken crib-trap for British warships. Heavy timbers with sharp steel tips were set into the sunken crib to impale hostile wooden ships which might attempt to navigate the river.

\* \* \*

The Salvage Division of the War Production Board asked for a nationwide search of medicine cabinets for old toothpaste and shaving-cream tubes . . . Although the alcohol production system was described as partially eased, there was no prospect for the distilling of beverage alcohol.

\* \* \*

The Foreign Economic Administration revealed that the U. S. has sent 28,000 planes to our Allies and kept 122,000 for our own forces in three years of lend-lease. Of the lend-lease planes, 7,800 went to Russia, 4,000 to Allies in the Pacific and Far East, and 16,000 to all other combat and training centers abroad. Three-fourths of the planes sent to Allied nations have been of combat or trainer types; the remainder were transport planes.

\* \* \*

21 May has been designated as "I Am an American Day" to honor all citizens who have attained their majority or been naturalized during the past year. The day will be devoted to assisting new citizens in understanding more fully their great privileges and responsibilities in our democracy.

\* \* \*

Regular officers of the armed services may accept nominations to political posts under a policy agreed on last month by the War and Navy Departments. They may not, however, solicit the nominations or spend any time campaigning for nominations.

\* \* \*

Secretary of the Treasury Morgenthau last month heralded success of the Fourth War Loan Drive in a special message to U. S. armed forces abroad.

In the Navy Department, sale of bonds topped the \$30,000,000 mark in February for the fourth time since inauguration of the Navy war bond program in October 1941. The total for the month was \$30,302,419, and this figure brought the grand total since establishment of the program to \$466,170,089. Sales in February 1943 were \$15,007,106.

### Only 3 Bluejackets In Entire Navy

There are only three Bluejackets in the entire U. S. Navy. Furthermore, there are only 30 listed as Yeoman and 15 as Officer.

That is the word from the Field Branch of BuSandA in Cleveland, Ohio, after a study of the names in its pay and accounting files. It has found there are 21,476 Smiths, 15,045 Johnsons and 11,035 Joneses among the 2,474,502 officers and men in the Navy.

Of the 15 Officers, two actually are officers and the other 13 are enlisted men. There are 71 Tarrs, 14 Salts and 24 Sailors.

# THE WAR AT SEA

Official Reports: 21 February Through 20 March

United States Navy communiques and press releases are separated by dashes from excerpts of other communiques.

All dates local time unless otherwise indicated.

United States Navy Communiques and Pertinent Excerpts of Other Reports

## 21 FEBRUARY

### U. S. Pacific Fleet Press Releases

Aircraft of the 7th AAF and Navy search planes continued to bomb enemy positions in the Marshalls and Carolines 18 February (West Longitude date). Docks and shipping were attacked at Kusaie and ground installations on four Marshall atolls were hit.

Ventura search planes of Fleet Air Wing 4 attacked Paramushiru and Shimshu in the Kuriles 19-20 February (West Longitude date). More than five tons of bombs were dropped. All our planes returned safely. Army fighters and bombers dropped 24 tons of bombs on Japanese-held Marshall atolls. Ships of the Pacific Fleet bombarded enemy-held positions in the Marshalls on 19 February.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng*: Maintaining a close blockade on the Bismarcks, our units inflicted heavy losses on enemy shipping outward bound from Rabaul. Nine ships were sunk, comprising six medium merchant vessels and three patrol ships. In addition, three medium cargo ships were severely damaged and probably sunk. This is the second convoy within a week to be practically annihilated in these waters. . . . *Wewak*: Our night air patrols sank a 6,000-ton vessel north of But . . . *Bougainville*: Light naval units attacked targets along the coast.

CHUNGKING, 14th USAAF—Fighter-bombers destroyed a 2,700-ton Japanese vessel off Campha Port . . . A 950-ton Japanese cargo boat was attacked and badly damaged in Tonkin Gulf . . . A 1,200-ton freighter was sunk off Foochow.

ALGIERS, Navy—British and American warships continue to support ground actions in the Formia and Anzio areas. The former scored hits on a factory behind the enemy's lines 18 February, and the latter inflicted heavy casualties the following day.

## 22 FEBRUARY

CAIRO, Middle East Air—Attacks on enemy shipping attempting to supply an occupied island in the Aegean Sea were continued yesterday. A schooner was left a blazing wreck off the coast of Greece and several other vessels were severely damaged.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*New Britain*: Our light naval units destroyed or damaged four barges . . . *New Guinea*: Six enemy barges were destroyed along the coast . . . *Bougainville*: At Matchin Bay and Buka Passage our air patrols destroyed 21 barges. Two more were destroyed off Mutupina Point.

MUTUPINA POINT, Navy—A group of enemy E-boats attempting to approach Anzio during the night of 20 February were driven off by American patrol craft. One E-boat blew up after being hit and another was believed to have been driven ashore.

## 23 FEBRUARY

### U. S. Pacific Fleet Communique

The conquest of Eniwetok Atoll was completed on the evening of 22 February (West Longitude date) with the capture of Parry Island. The enemy garrison which defended the atoll is estimated at 3,000.

A strong Pacific Fleet task force, including several hundred carrier-based aircraft, struck Saipan and Tinian Islands in the Marianas group on 22 February. Further details are not now available.

### U. S. Pacific Fleet Press Release

Enemy-held positions in the Marshalls and Carolines were attacked by aircraft of the 7th AAF and Fleet Air Wing 2, during 21 and 22 February. Army Liberators dropped 30 tons of bombs on Ponape and bombed Kusaie twice on 21 February. Fires were started. On the same day, Army and Navy bombers and fighters struck ground installations, shipping and airfields on five Marshall atolls. On the next day enemy shipping was bombed and strafed in a Marshall harbor. On 21 February an atoll in the eastern Marshalls which is still occupied by the enemy was bombarded by the Pacific Fleet.

None of our planes was lost in the above operations.

CAIRO, Middle East Air—Aircraft made a most successful attack off Crete on a 5,000-ton merchant ship escorted by two destroyers, four Junkers 88s, six Messerschmitts and six Arados. An RAAF Baltimore squadron first spotted the convoy. The merchant ship had a heavy deck cargo. RAF and USAAF aircraft attacked when the convoy was seven miles off Candia. Mitchells engaged the enemy aircraft while Beaufighters concentrated on the ships with torpedoes and cannon shells. One torpedo holed the merchant ship amidships; another hit a destroyer. As our planes left, one destroyer was in flames and the three ships were smoking fiercely. Three enemy planes were shot down in the action.

## 24 FEBRUARY

### U. S. Pacific Fleet Press Release

Carrier-based planes attacked an enemy-held Marshall atoll 20 February (West Longitude date). More than 30 tons of bombs were dropped on three islands of the atoll. Fires were started, a radio station was demolished, barracks and installations were hit and a power station bombed. Several of our planes were hit by antiaircraft but none was shot down.

LONDON, Admiralty—Determined efforts of groups of E-boats to attack a small convoy Wednesday were driven off by light forces of the Royal Navy. E-boat wreckage was later picked up by His Majesty's ships. No casualties or damage was suffered by His Majesty's ships or by the convoy.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*New Guinea*: The enemy's barge traffic, one of his main channels of supply, is now thoroughly disrupted throughout the area. Upwards of 1,000 barges have been destroyed since the campaign started, 242 having been sunk during the last three weeks alone . . . *Madang Coast*: Our attack units bombed a barge base . . . *New Ireland*: We are tightening the blockade of the enemy's Bismarck bases and now dominate the Konbannes to the north. Our blockading naval vessels sank a cargo vessel of 3,500 tons laden with troops, and another large cargo vessel with nine barges and a destroyer. Seventy-three survivors were rescued . . . *Rabaul*: More than 146 tons of bombs were dropped, scoring hits on eight vessels and numerous barges. Two of the vessels were left in flames . . . *Rai Coast*: Our light naval units shelled Singor . . . *Bougainville*: Our air and light naval units attacked enemy positions in Empress Augusta Bay.

## 25 FEBRUARY

### U. S. Pacific Fleet Press Release

Our task force commanded by Rear Admiral Marc A. Mitscher, USN, was detected approaching Saipan and Tinian in the afternoon of 21 February (West Longitude date). Attacks on our ships were carried out continuously during the night and morning of 22 February by enemy land-based torpedo planes and bombers. Fourteen of the attacking planes were shot down by our antiaircraft fire and five more were shot down by our air patrols.

Two attacks were carried out in force against the principal targets and a smaller raid was made on Guam. A total of 29 enemy planes were shot down over the targets and an additional 87 were wrecked on the ground.

Few enemy ships were found. One cargo ship was sunk, another apparently damaged and beached and another set ablaze. Small craft and patrol boats were strafed and fired. Runways, seaplane aprons and other installations were heavily bombed.

Our losses were six planes. None of our ships was damaged.

On 23 February, Liberators of the 7th AAF bombed installations at Kusaie. On the same day Navy Liberators of Fleet Air Wing 2 sank one ship, damaged another and hit an ammunition dump and dock areas. Army bombers and fighters and Navy search planes also bombed four enemy-held atolls in the western Marshalls. All of our planes returned to base although several were damaged.

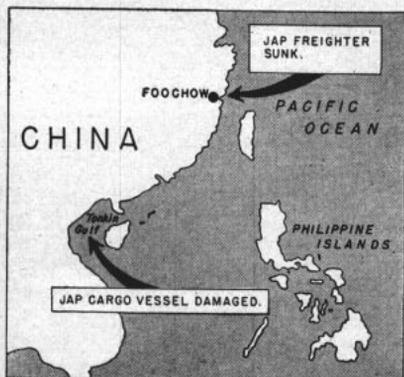
## 26 FEBRUARY

NAPLES, Navy—An attempted attack on the anchorage at Anzio by E-boats on the night of 23 February was frustrated by our patrol craft.

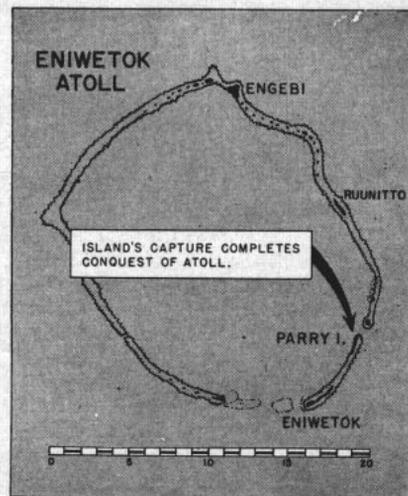
CAIRO, Middle East Air—Attacks against enemy supply ships in the Aegean Sea continue. At Scarpanto one vessel was attacked with cannon fire.

CHUNGKING, 14th USAAF—On 24 February Lightnings sweeping down the Yangtze destroyed 15 sampans. One 75-foot double-deck ferry boat, five 75-foot tugs, pulling loaded barges; three 75-foot river steamers and five 50-foot motor launches were damaged. The following day a 60-foot camouflaged river boat was damaged. In another attack, two 50-foot motor launches were sunk and three river freighters damaged.

BERLIN, Nazi broadcast—"In the fight against enemy supply and communications, U-boats in the Atlantic, Mediterranean and Indian Oceans sank seven ships totaling 35,185 tons, 11 sailing vessels and two destroyers escorting the convoys. Three other ships were torpedoed."



See communique of 21 February.



See communique of 23 February.

27 FEBRUARY

U. S. Pacific Fleet Press Release

A study of reconnaissance photographs of Truk has revealed a greater total damage to shipping than was originally announced. The photographs disclose that 23 ships were sunk and 11 damaged. Earlier reports indicated 19 sunk, 7 probably sunk and none damaged.

On 25-26 February (West Longitude date) enemy bases in the Central Pacific were attacked by Army and Navy planes. On the 25th, Army bombers dropped 30 tons of bombs on Ponape, hitting docks, installations, a gasoline dump, the air-drome and a cargo ship. On the same day enemy-held atolls in the Marshalls were bombed and Kusaie and Nauru were attacked from the air. On the 26th, three enemy-held Marshall atolls were bombed.

LONDON, Admiralty—Light coastal forces this morning intercepted an enemy convoy of six ships southwest of Jersey (Channel Islands). Many hits were scored on the escorting trawlers. The cargo vessel burst into flames and a large explosion was seen. His Majesty's ships returned safely to harbor although one suffered casualties and superficial damage.

28 FEBRUARY

ALGIERS, Navy—On 27 February a cruiser of the U. S. Navy provided fire support against enemy artillery in the Anzio area. The same day, in the Adriatic, British destroyers bombarded Vela Luka.

TOKYO, Japanese broadcast—"On 22 February an enemy task force centered around more than 10 carriers appeared east of the Mariana Islands. Promptly detecting and intercepting the enemy fleet, our air units sank one carrier and three large warships and damaged another carrier. The enemy raided Tinian, Saipan and Guam and then fled eastward."

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Kavieng: Our Solomons naval units sank a large cargo vessel, destroyed a 1,000-ton cargo ship and two coastal vessels. . . . Madang Coast: Our light naval units sank six barges. . . . Bougainville: Our light naval units at night shelled targets along the coast.

29 FEBRUARY

Navy Department Communiqué No. 507

Pacific and Far East

U. S. submarines have reported the sinking of 14 enemy vessels in operations in these waters as follows:

One large tanker, one medium cargo transport, one small cargo vessel, 11 medium cargo vessels.

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

U. S. Pacific Fleet Press Release

Aircraft of the 7th AAF and Fleet Air Wing 2 on 26-27 February bombed and machine-gunned Japanese positions in the Marshall and Caroline Islands. Thirty tons of bombs were dropped on Ponape 27 February. Navy planes strafed installations and a small ship at Kusaie 26 February. Nearly 50 tons of bombs were dropped on enemy-held positions in the Marshall Islands 27 February. Several of our planes were hit by antiaircraft fire but all returned to their bases.

1 MARCH

U. S. Pacific Fleet Press Release

Liberators of Fleet Air Wing 2 bombed and strafed Wake Island, 28 February (West Longitude date). The attack was made at extremely low altitude. Six planes on the ground were destroyed and air-drome installations damaged. A single Navy search plane bombed Nauru 28 February. On the same day planes of the 7th AAF and Fleet Air Wing 2 attacked three enemy-held bases in the Marshalls.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—Admiralty Islands: We have landed on the Admiralty Islands which stand at the northeast entrance to the Bismarck Sea, 1,300 miles from the Philippines. Covered by naval and air bombardment, our forces were put ashore by destroyers. The enemy's surprise was complete. Momote airfield is in our hands and resistance is being rapidly overcome. This marks a final stage in the great swing move pivoting on New Guinea. It relieves our supply line of the threat of



See communique of 23 February.

flank attack, tightens the blockade on the enemy's remaining bases, and traps an additional 50,000 enemy troops in New Britain and at Rabaul.

2 MARCH

U. S. Pacific Fleet Press Release

Aircraft of the 7th AAF continued to bomb enemy positions in the Marshall Islands 29 February (West Longitude date). Bombers dropped nearly 80 tons of bombs on four airfields and fighters hit a warehouse on one of the islands. Antiaircraft fire was negligible and none of our planes were damaged.

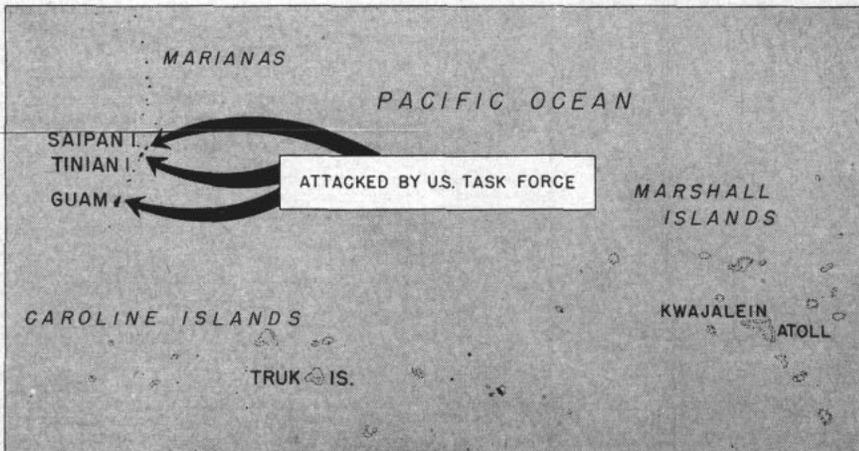
LONDON, Admiralty—His Majesty's submarines operating in Far Eastern waters have torpedoed a Japanese aircraft carrier of approximately 7,000 tons, which is believed to have sunk, and torpedoed a Japanese cruiser. The carrier, supported by five submarine chasers, was sighted in the northern approaches of Malacca Strait. A salvo of torpedoes was fired. No hits were observed. A depth-charge attack forced the submarine to take avoiding action.

Following a second attack, the carrier was seen to be hit and lying stopped. A further torpedo struck the enemy amidst-hips and caused a violent explosion. The ship heeled over and is believed to have sunk.

The successful attack on the cruiser was carried out in the same area by another submarine. Counter measures by the enemy prevented observation of full results. In addition to these successes, a medium-sized supply ship has been torpedoed and sunk and a small supply ship destroyed by gunfire.

CHUNGKING, 14th USAAF—Aircraft of the Chinese-American wing sank a 300-foot river boat and strafed two other vessels in a sweep along the Yangtze River 1 March.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC, Bougainville—Our night air and naval patrols destroyed or damaged seven barges off the Puriata River.



See communiques of 23 and 25 February.

3 MARCH

U. S. Pacific Fleet Press Release

A small force of Fleet Air Wing 4 bombers attacked Paramushiru and Shimushu in the Kurile Islands 2 March (West Longitude date). Five tons of bombs were dropped. There was no interception and no damage to our planes from sporadic antiaircraft fire.

Bombers, divebombers and fighters of the 7th AAF and bombers of Fleet Air Wing 2 attacked three enemy-held bases in the Marshall Islands 1 March. A total of 28 tons of bombs was dropped. On the same day Navy planes attacked Ponape with bombs and machine-gun fire. Our planes returned safely from these operations.

TOKYO, Japanese broadcast—"The Japanese fleet units, together with units of the army and naval air force, sank 11 enemy submarines in waters around Japan and other zones of operation during January."

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC, Timor—Two small coastal vessels were sunk and seven more damaged by our planes. . . . New Ireland: Our fighters sank a troop-laden barge in Nabuto Bay and destroyed or damaged three other barges and three small craft. Naval units shelled shore batteries. . . . New Guinea: Our night air patrols left a 7,000-ton vessel sinking. . . . Bougainville: Three small craft and numerous barges were destroyed or damaged in strafing attacks along the Augusta Bay coast.

4 MARCH

U. S. Pacific Fleet Press Release

Army Liberators of the 7th AAF on 2 March (West Longitude date) dropped approximately eight tons of bombs on runways and buildings at Ponape and attacked shipping and dock areas at Kusaie. Army and Navy bombers on the same date attacked enemy-held positions in the eastern Marshalls with 17 tons of bombs, hitting air fields and starting fires.

Although some antiaircraft fire was encountered, all our planes returned safely.

5 MARCH

U. S. Pacific Fleet Press Release

Army and Navy bombers attacked Ponape and Kusaie 3 March (West Longitude date). Harbor and ground installations at Ponape were hit by 23 tons of bombs. Warehouses at Kusaie were set afire. Approximately 24 tons of bombs were dropped on enemy-held positions in the Marshalls on the same date. Several of our planes suffered minor damage from antiaircraft fire but all returned safely.

CHUNGKING, 14th USAAF — Fighter-bombers damaged and probably sank a 1,100-ton cargo vessel off Hongay in Indo-China.

Moscow, Russian broadcast—In the Barents Sea our patrols discovered an

enemy convoy. Torpedo and attack planes sank a German transport of 8,000-ton displacement, another of 6,000-tons and a 700-ton minesweeper. Also, a 7,000-ton transport was damaged.

### 6 MARCH

#### U. S. Pacific Fleet Press Release

Fleet Air Wing 2 and 7th Army planes attacked three enemy-held positions in the Marshall Islands on 4 March (West Longitude date). Approximately 35 tons of bombs were dropped and ground installations were strafed. Antiaircraft fire was encountered but all our planes returned safely.

LONDON, *Admiralty*—During an offensive sweep off the Netherlands coast last night, light coastal forces of the Royal Navy scored three hits on an armed trawler of an enemy patrol. The trawler blew up. All our ships returned safely to harbor without damage or casualties.

Moscow, *Russian broadcast*—In the Barents Sea a German submarine was sunk by our ships. . . . In the Gulf of Finland a 1,500-ton supply ship and an enemy coast guard launch were sunk.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC, *Admiralty Islands*—Our naval forces continued to shell enemy installations in the rear as we landed additional supplies and reinforcements. . . . *New Britain*: A fighter patrol destroyed or damaged 14 barges and harbor craft.

### 7 MARCH

#### U. S. Pacific Fleet Press Release

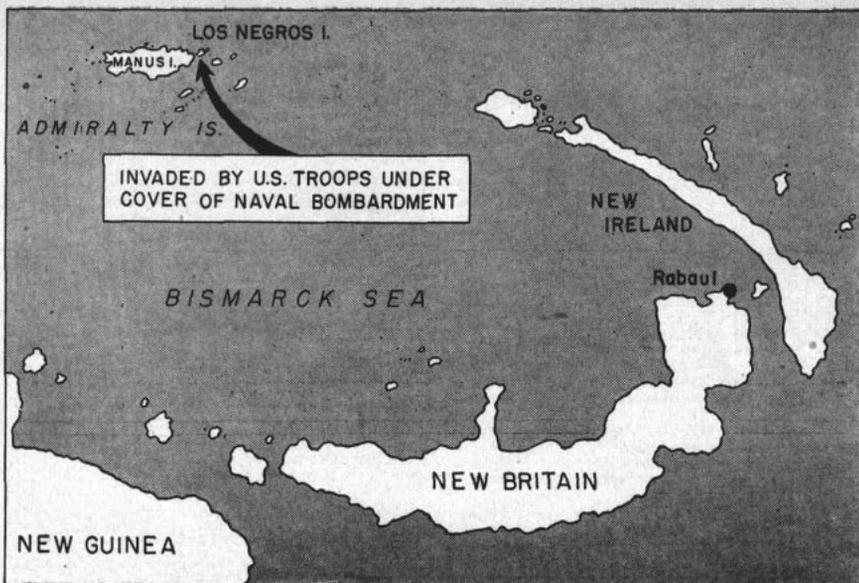
Seven enemy-held positions in the Central Pacific were attacked by 7th AAF and Fleet Air Wing 2 planes on 5 March (West Longitude date). Army bombers dropped approximately 30 tons of bombs on Ponape and Kusaie, damaging ground and harbor installations. Heavy explosions were seen near the airfield at Ponape. Navy search planes also bombed Naupe.

Approximately 35 tons of bombs were dropped on four atolls in the Marshalls. Moderate antiaircraft fire was encountered. Two fighters failed to return.

LONDON, *Admiralty*—During an offensive sweep off the Netherlands coast this morning, light forces of the Royal Navy attacked a coastal vessel and eight or nine R-boats and four armed trawlers. Hits were observed on the coastal vessel, a trawler and an R-boat. All three burst into flames. Later, two small supply boats were attacked and His Majesty's ships scored a torpedo hit on one. It caught fire and blew up.

The Admiralty regrets to announce the cruiser *Penelope* has been lost.

BERLIN, *Nazi broadcast*—"U-boats in hard fighting actions against enemy convoys and protected single ships sank 12 ships totaling 71,000 tons in the Atlantic and Indian oceans."



See communique of 1 March.

### 8 MARCH

#### U. S. Pacific Fleet Press Release

Navy search Venturas of Fleet Air Wing 4 on the evening of 5-6 March (West Longitude date) bombed Paramushiru. Heavy antiaircraft fire was encountered in some areas. All our planes returned.

Army and Navy fighters and bombers on 6 March (West Longitude date) dropped 31 tons of bombs on enemy-held positions in the eastern Marshalls. Airfields were hit and fires started. All our planes returned.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—*Admiralty Islands*: The Island of Los Negros is now under our control and the airstrip ready to receive planes. Our naval units, bombarding from close range, destroyed coastal defenses. . . . *Rabaul*: Two small vessels were forced to the beach and six barges destroyed or damaged. . . . *Feni Islands*: Our light naval units destroyed four barges.

### 9 MARCH

#### Navy Department Communique

No. 508

#### Pacific and Far East

U. S. submarines have reported sinking 16 vessels in operations against the enemy in these waters as follows:

One small cargo vessel, nine medium cargo vessels, two medium transports, two medium cargo transports, one large tanker, one large cargo transport.

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

#### U. S. Pacific Fleet Press Release

On 8 March 1944 (West Longitude date) enemy planes raided our positions on Eniwetok Atoll, causing small damage.

Army and Navy fighters and bombers on 7 March dropped 37 tons of bombs on five enemy positions in the Marshalls. Shore facilities, a coastal vessel and five barges were bombed and strafed. One of our planes crashed in the target area and several were damaged. A Navy search plane shot down a medium Japanese bomber between Eniwetok and Truk.

BERLIN, *Nazi broadcast*—"German torpedo planes last night attacked an enemy convoy off the Algerian coast. Five transports totaling 52,000 tons were heavily damaged. . . . In the Aegean Sea, German patrol boats warded off an attack by three British motor-torpedo boats and damaged one so heavily its loss can be assumed."

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—*Admiralty Islands*: Our naval and heavy air units continue support of ground forces extending the occupation

of Los Negros Island. . . . *Hansa Bay*: Our light naval units at night sank two coastal vessels and strafed shore installations.

### 10 MARCH

#### U. S. Pacific Fleet Press Release

Bombers of the 7th AAF attacked Ponape and Kusaie in the Carolines 8 March (West Longitude date). Airdrome, ground and dock facilities were hit. On the same day four enemy-held bases in the eastern Marshalls were attacked by Army and Marine aircraft. There was no fighter interception and antiaircraft damage was slight.

LONDON, *Admiralty*—Light coastal forces of the Royal Navy torpedoed and sank a large auxiliary vessel, damaged a medium tanker and set an escort vessel afire off the Dutch coast this morning. The enemy convoy was intercepted and attacked at close range. A number of survivors were picked up and made prisoners of war. All of His Majesty's ships returned safely to harbor.

ALLIED HEADQUARTERS IN THE SOUTH-WEST PACIFIC—*Rabaul*: A small cargo ship was sunk off Malaguna and small craft were attacked in the area. . . . *Hansa Bay*: Our light naval units sank a coastal vessel. . . . *Bougainville*: Our naval units bombarded enemy shore positions.

### 11 MARCH

#### U. S. Pacific Fleet Press Release

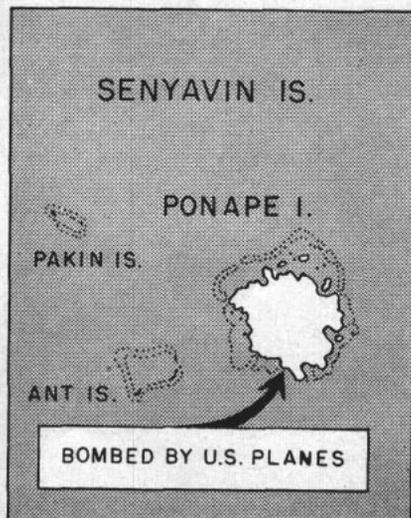
Army Liberators bombed Ponape and Kusaie 9 March (West Longitude date). Ground installations and waterfront facilities were hit. Army, Marine and Navy planes attacked two enemy bases in the eastern Marshalls. No fighter interception was encountered. All our planes returned to base.

NAPLES, *Navy*—British destroyers shelled towns on Korcula Island reported occupied by a large number of Germans. British light naval forces left a coastal vessel burning in the Neretva Channel.

CHUNGKING, *Lt. Gen. Joseph Stilwell's Headquarters*—Fighter-bombers of the 14th AAF strafed a 1,700-ton freighter near Campha Port. . . . Another 1,700-ton freight was strafed and hit off Hongay.

LONDON, *Admiralty*—During recent British submarine patrols on supply lines between Norway and Germany, a cargo ship of large size and three of medium size were sunk. . . . Off Namson, hits by torpedoes were obtained on five enemy vessels proceeding in convoy with armed trawlers, minesweepers and aircraft.

LONDON, *Norwegian communique*—His Norwegian Majesty's submarine *Ula* re-



See communique of 27 February—20 March.

cently sank two enemy supply ships of 3,500 tons and 2,000 tons and a small escort vessel. Torpedo hits also were obtained on a 6,000-ton tanker and two supply ships of 3,500 tons and 3,000 tons. A counter attack on the *Ula* made it impossible to observe full results.

## 12 MARCH

### U. S. Pacific Fleet Press Release

A small amphibious unit of the Pacific Fleet, including a detachment of the 22d Marine Regiment, has occupied Wotho Atoll in the Marshalls without resistance. The occupation force was received by the native population with ceremony, including gifts of food.

Three enemy bases in the eastern Marshalls were attacked on 10 March (West Longitude date) by Marine and Army bombers and fighters. On the same day planes of Fleet Air Wing 2 attacked another eastern Marshall base. There was no fighter interception and only moderate antiaircraft resistance.

**ALGIERS, Navy**—British destroyers shelled enemy troops on the Island of Korcula in the Adriatic on 9 March. . . . During the past week Allied minesweepers have given valuable assistance off the west coast of Italy in their clearance of mine fields.

## 13 MARCH

### U. S. Pacific Fleet Press Release

Army and Navy bombers attacked Wake Island on the afternoon of 11 March (West Longitude date). Approximately 50 tons of bombs were dropped. A small force of Army bombers attacked Nauru on 11 March and Army and Navy planes bombed three enemy bases in the eastern Marshalls. No fighter interception was encountered and all our planes returned to base.

**ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC**—*Rabaul*: Air patrols sank three small craft and damaged many others. . . . *Cape Hoskins*: At Garove Island light naval units destroyed an armored patrol boat. . . . *Gasmata*: Air patrols destroyed or damaged eight barges. . . . *Hollandia*: A small cargo vessel and two barges were damaged. . . . *Feni Islands*: Light naval units destroyed an enemy barge. . . . *Bougainville*: Light naval units and air patrols attacked coastal targets.

## 14 MARCH

### Navy Department Communique No. 509

The U. S. submarine *Corvina* is overdue from patrol and must be presumed to be lost.

The next of kin of personnel in the *Corvina* have been so informed.

### U. S. Pacific Fleet Press Release

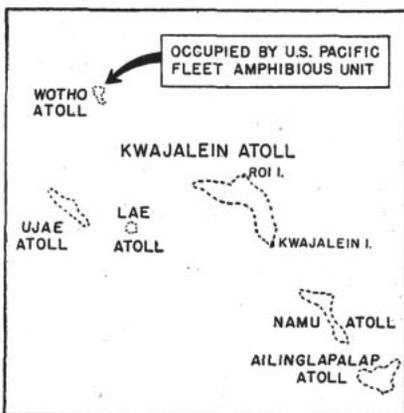
Army bombers hit Kusaie on 12 March (West Longitude date), starting several fires. On the same day Army and Marine bombers attacked four enemy bases in the eastern Marshalls. A radio station, ammunition dump and other installations were blown up. Navy planes bombed two other enemy bases. All our planes returned to base.

**ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC**—*Admiralty Islands*: Our light naval units sank three barges, and naval bombardment supported landings on Hauwei and Butjo Luo Islands. . . . *Rabaul*: At least six barges were destroyed. . . . *New Britain*: Off Warangoi light naval units and air patrols sank three barges and two coastal vessels. . . . *Bougainville*: An enemy float plane ineffectively attacked our positions.

## 15 MARCH

### U. S. Pacific Fleet Press Release

Our air forces attacked seven enemy-held bases in the Central Pacific 13 March (West Longitude date). Army and Navy bombers hit mining and airdrome facilities at Ponape. Kusaie was bombed on the same day. Shore facilities and a beached ship at Oroluk Atoll were attacked by Navy search planes. Army, Navy and Marine planes struck four bases in the eastern Marshalls. A Navy plane shot down an enemy bomber 250 miles north of Truk. We lost no planes in any of these operations.



See communique of 12 March.

**NAPLES, Navy**—Naval forces continue to harass enemy shipping off the eastern shore of the Adriatic. On 13 March an enemy schooner was sunk among the islands north of Sebenico.

**LONDON, Admiralty**—Attempting to pass through the Strait of Dover, an enemy convoy strongly escorted by R-boats was intercepted by Royal Navy light coastal forces. A supply ship was sunk, two R-boats and another supply ship damaged. Later, His Majesty's ships encountered another group of R-boats and hit one repeatedly. All our ships returned to harbor.

**ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC**—*New Ireland*: Our light naval units shot down a float plane east of Cape St. George. . . . *New Britain*: Three harbor craft were set afire by our patrol planes. . . . *Jacquinot Bay*: An enemy float plane was shot down by our light naval units. . . . *Hollandia*: Our night patrols destroyed three 1,000-ton vessels. . . . *Nightingale Bay*: Our fighters and naval patrols destroyed five barges. . . . *Choiseul*: Naval units and air patrols attacked enemy small craft off Mille Island.

## 16 MARCH

### U. S. Pacific Fleet Press Release

Army bombers struck Truk before dawn of 15 March (West Longitude date). Airdrome installations, fuel dumps and ammunition storage areas on Eten and Dublin Islands were bombed with explosions and fires resulting. Heavy antiaircraft fire was encountered but only one of our planes was hit and all returned to base.

On the same day Army planes attacked Ponape and Oroluk without damage to our planes. Army and Marine aircraft struck two enemy bases in the eastern Marshalls 14 March. Fires were started and shore installations destroyed. A Navy search plane bombed Pinelap Atoll. All our planes returned.

**LONDON, Admiralty**—On patrol in the Strait of Dover last night, coastal forces of the Royal Navy engaged an enemy force of superior numbers consisting of six heavily armed trawlers and six R-boats. During the fierce action which followed one of our motor torpedo boats came under heavy fire and must be considered lost. Another of His Majesty's ships operating at almost point-blank range obtained repeated hits on an R-boat which exploded and sank. One of the trawlers was severely damaged and left smoking. The remainder of His Majesty's ships returned safely.

## 17 MARCH

### U. S. Pacific Fleet Press Release

Army, Navy and Marine bombers attacked three enemy-held bases in the eastern Marshalls 15 March (West Longitude date). An ammunition dump was blown up, shore installations, facilities and small craft were hit. Navy search planes bombed Lingelap and Oroluk Atolls. All our planes returned safely.

**LONDON, Admiralty**—The Board of Admiralty regrets to announce that the destroyer HMS *Mahratta* has been lost.

**ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC**—*Admiralty Islands*: We have landed on Manus Island. Covered by artillery fire and naval and air bombardment, our forces landed with minor losses. Our light naval units at night destroyed

an enemy barge and captured another intact. . . . *Open Bay*: Our air patrols sank two barges. . . . *Weoak*: Our night patrols destroyed or damaged 23 barges, bringing the day's total in the area to 41. . . . *Madang Coast*: Naval patrols attacked shore targets.

## 18 MARCH

### Navy Department Communique No. 510

The submarines *Uss Capelin* and *Uss Sculpin* are overdue from patrol and must be presumed to be lost.

The next of kin of personnel in the *Capelin* and the *Sculpina* have been so notified.

### U. S. Pacific Fleet Press Release

Search planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles 16 March and again 17 March (West Longitude date). No fighter interception was encountered and antiaircraft fire was light. On 16 March an Army bomber struck Matsuwa Island in the Kuriles without opposition. Liberators bombed Shimushu on 17 March.

Four enemy bases in the eastern Marshalls were bombed by Army, Navy and Marine planes on 16 March. A large explosion was caused on one of the islands. On the same day planes of Fleet Air Wing 2 bombed Kusaie and Oroluk in the arolines. We lost no planes in these operations.

**ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC, Java**—Our heavy bombers raided the enemy naval base at Sourabaya and Den Pasar airdrome on Bali during the night. . . . *Admiralty Islands*: Our forces with supporting fire from destroyers have taken Lorengau airdrome and are advancing on the town. . . . *New Ireland*: Six barges were destroyed or severely damaged. . . . *Rabaul*: Fighters on a midday sweep wrecked four barges.

## 19 MARCH

### U. S. Pacific Fleet Press Release

Paramushiru Island in the Kuriles was bombed by planes of Fleet Air Wing 4 on 18 March (West Longitude date). Several fires were started. Light antiaircraft fire was encountered. None of our planes was damaged. Bombers of the 7th AAF struck Ponape and Kusaie on 17 March. Three enemy bases in the eastern Marshalls were bombed by Army, Navy and Marine aircraft. A dive bomber was lost in these operations.

**LONDON, Admiralty**—During operations which extended over 20 days in the North Atlantic recently, His Majesty's sloops of the 2d Escort Group under Command of Capt. F. J. Walker in the *Starling* destroyed a total of six U-boats. Toward the end of these operations the sloop *Woodpecker* was torpedoed and damaged so that she eventually foundered. Her entire ship's company was safely transferred.

## 20 MARCH

### Navy Department Communique No. 511

The *Uss Leopold* (DE 319), manned by Coast Guard officers and men, was sunk on 10 March as the result of an underwater explosion while on escort duty in the Atlantic.

The next of kin of all casualties have been notified.

### U. S. Pacific Fleet Press Release

Mille in the eastern Marshalls was heavily shelled by battleships and bombed by carrier-based aircraft on 18 March (West Longitude date). On the same day Army bombers started fires and sank a cargo transport at Ponape. Five enemy-held Marshall atolls were bombed 18 March by planes of Fleet Air Wing 2, the 7th AAF and Marine Corps aircraft. Gun emplacements, barracks and magazines were hit.

**ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC, Java**—Our heavy bombers again raided the enemy naval base at Sourabaya. Large explosions were observed. . . . *Ubili*: Three barges were sunk and two damaged. . . . *Madang Coast*: Two barges were destroyed and shore installations hit. . . . *Bougainville*: Our naval units shelled shore installations and wrecked two barges.

# Letters to the Editor

(Continued from Page 36)

not include personnel of the medical branch.—ED.

## MEN OVER 38 RETAINED

TO THE EDITOR:

Here are three questions that several old timers here are asking one another: (1) Are Navy men over 38 years of age being discharged from the Navy, as some are from the Army? (2) Is there any provision for men with over 25 years of service in the Fleet Reserve to be released to their jobs in aircraft plants or civil service where they were working when called back to active duty? (3) Is any preference as to combat duty accorded men who have retired after 20 or 30 years' service? In this connection, how old does an enlisted man have to be before he is left for shore duty only? I am speaking of retired men with 25 to 30 years who now are on active duty at shore stations. Are they to be exchanged in this ship-to-shore duty change with the younger men?—C.O.H., ACMM.

● (1) It is not the policy of the Navy Department to discharge or release to inactive duty enlisted personnel solely because of the fact that they are over 38 years of age. (2) No. Due to existing conditions, personnel are not released in order to return to civil pursuits, regardless of their length of service, except in extremely urgent cases and then such action is taken only when the exigencies of the service permit. (3) Assignment of retired men who are recalled to active duty is a matter under the cognizance of commandants of naval districts and river commands. If BuPers, however, has classified a retired man as physically qualified for mobilization ashore only, he cannot, of course, be given sea duty. But if he has been classified as physically qualified for all the duties of his rating, the commandant will transfer him to general detail, thereby making him available for sea duty, if his services are so required.—ED.

## NAVY AND MARINE RATES

TO THE EDITOR:

In the January 1944 INFORMATION BULLETIN, page 18, you show the comparative rates of enlisted personnel of the Navy and Marine Corps. Would you quote your authority for this?

In accordance with Article 1-27(b) of the Landing Force Manual, U. S. Navy, a corporal is equivalent to a petty officer, third class, not to a seaman, first class; a sergeant is equivalent to a petty officer, second class, not to a petty officer, third class; a platoon sergeant is equivalent to a petty officer, first class, not to a petty officer, second class.—J.F.Z., 1st Sgt., USMC.

● The BULLETIN'S chart of comparative rates is based on the Secretary of the Navy's assignment of Navy and Marine Corps ratings to the seven pay grades set up for enlisted men of all the armed services by Act of Congress, 16 June 1942, as published in the BuPers and Marine Corps man-

uals. The Landing Force Manual's table of corresponding Navy and Marine Corps ratings applies specifically to landing-force organization. As stated in the article which you cite: "Throughout this text the ratings and ranks of various members of the units discussed are given only as a guide and are not mandatory. They serve to show the relative importance [in landing-force organization] of the various offices."—ED.

## CREDIT WHERE DUE

TO THE EDITOR:

I was pleased to see the cartoon "One at a time, Schmaltz" on page 68 of the February issue of the INFORMATION BULLETIN, but was disappointed by your failure to credit its source—the January issue of *Polaris*, monthly magazine of the U. S. Merchant Marine Cadet Corps, published at the U. S. Merchant Marine Academy, Kings Point, N. Y.—H.V.N., Comdr., USNR.

● It is regretted that the customary credit line was inadvertently omitted. The BULLETIN subscribes to the policy of giving credit where due.—ED.

## FLEET RESERVE REQUIREMENTS

TO THE EDITOR:

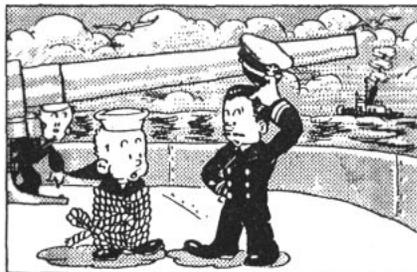
I enlisted in the regular Navy 2 April 1917. I changed over to duration of war status in August 1919 and extended for four years. I was paid off 8 August 1923. I reenlisted in the Naval Reserve in March 1942. I understand that both my service in the regular Navy and Naval Reserve count on 16 to 20 years' service required to transfer to the Fleet Reserve. Am I correctly informed? Can transfer be made from the active Naval Reserve to the Fleet Reserve?—C.E.C., CCS.

● Answer to Question 1: all service in the regular Navy and active duty in the Naval Reserve is counted for the purpose of transfer to the Fleet Reserve (Art. H-9407, BuPers Manual). Answer to Question 2: no, because one of the requirements for transfer to the Fleet Reserve is that the individual be serving in the regular Navy (Arts. H-9405 and H-9408, BuPers Manual).

## STRAIGHT HISTORY

TO THE EDITOR:

On the back cover of the December 1943 issue of the INFORMATION BUL-



Pointer (AGC, Brooklyn)

"All I know is that I was tying some new sort of knot when my finger slipped."

LETIN there is a 1944 naval calendar. You have 6 July with a ring around it and state that on this date the Spanish fleet was sunk at Santiago in the Spanish-American War. If you will check, I think you will find that the Battle of Santiago was fought on Sunday, July 3, 1898, instead of on the 6th.—T.H.B., Lt. Comdr., USNR.

● You are correct.—ED.

## WAVE MAY MARRY OFFICER

TO THE EDITOR:

Is there any written statement saying that an enlisted Wave cannot marry a commissioned officer stationed on the same base or shore station?—A.E.W., Y3c.

● The only marriage restrictions for members of the Women's Reserve are stated in BuPers Ltr. Pers-606-LB P7 of 26 August 1943 which prohibits women from marrying during recruit training or indoctrination and permits them to marry during specialist or advanced training provided they have the permission of BuPers. There is no rule prohibiting any enlisted woman from marrying a commissioned officer on duty at the same station.—ED.

## JOB APPLICATIONS

TO THE EDITOR:

In your article, "Your Rights and Benefits as a Veteran," in the February issue, it was explained quite fully as to the "when, as and if" possibilities, but one thing is not clear to many of us. Would it be fitting and proper to submit your requests for government employment at this time, that is, prior to discharge or demobilization? If not, when?—P.S.M., Y1c.

● Under the heading, "A Government Job," the article gave the following instructions: "If you apply for a government job, file Civil Service Commission Preference Form 14, and proof of honorable discharge." Since you are not likely to have such proof until you are actually discharged, an application would not be practicable before that time. Application may be made at any time after your discharge; those who wish to return to a government job they formerly held must make application for reemployment within 40 days after discharge.—ED.

## GOOD CONDUCT REQUIREMENTS

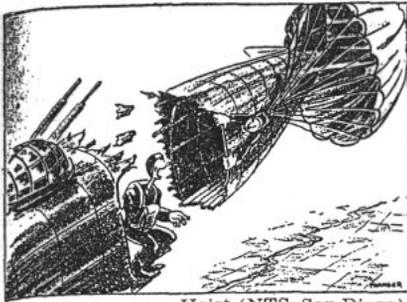
TO THE EDITOR:

Is a regular Navy man allowed to wear the Good Conduct Ribbon after a three-year period?—E.L.M., CY, USNR.

● Yes, provided he is serving in a six-year enlistment and meets the requirements: (1) no offenses; (2) 4.0 in conduct; (3) 3.5 in proficiency rating and (4) recommendation of commanding officer. A man serving a four-year enlistment must meet the same requirements but is not entitled to wear the award until after his enlistment has expired.—ED.

TO THE EDITOR:

In 1926-27, I served 10 months and 12 days in the regular Navy and then left the service because of illness in the family. I had no further connection with the Navy until I volunteered 21 August 1941. Does this previous service and the period in be-



Hoist (NTS, San Diego)

"Some day you're going to change your mind once too often, Hogan!"

tween entitle me to wear the Naval Reserve bar for 10 years? Considering the fact I am getting paid for three years and five months' service, my present record showing 4.0, am I entitled to the Good Conduct Medal?—C.E.G., S1c.

• *No, in both cases. You fail to qualify for the Naval Reserve Medal because you lack 10 years' active duty. To get the Good Conduct Medal, reservists must have three years' continuous active service since 8 September 1939, and must comply with other requirements listed in the answer to the letter above.*—ED.

#### TO THE EDITOR:

Article A-1036, BuPers Manual, says, "Men with clear records (no offense or qualifying remarks entered in service record), and with a final average of 3.5 in proficiency in rating, are eligible to receive good conduct awards."

"A" claims he will be eligible to receive such a reward after three years of active service in the Naval Reserve, since he has no offenses in his record and has received 4.0 in conduct throughout the three-year period, except one mark of 3.8 in conduct. "B" claims he will not be eligible because the one mark, 3.8 in conduct, is a "qualifying remark." Who is correct?—W.F.H., Y1c.

• *No matter why it was given, a 3.8 mark in conduct is disqualifying.*—ED.

#### PRECEDENCE BELOW ENSIGN

##### TO THE EDITOR:

The question of precedence has come up. Is this correct: chief petty officer, warrant officer, aviation cadet, midshipman and chief warrant officer?—M.Y.C., AS.

• *No. The aviation cadet is now rated as an enlisted man [BuPers Manual, H-10201 (1)] and would go to the bottom, in this case the beginning, of your list of precedence. Otherwise your list is correct.*—ED.

#### NO SALUTING IN CHURCH

##### TO THE EDITOR:

With reference to salutes and the national anthem, an argument has come up that is not covered by your article on "Salutes" in the January INFORMATION BULLETIN. In church yesterday at the close of the service, the organist played the "Star Spangled Banner," and the flag was displayed. The congregation sang our anthem and I stood in a position of attention and sang along with them. The fel-

lows in my office say that I was incorrect in singing and should have saluted the ensign since I was covered. If I am not permitted to sing the national anthem while at church, under what circumstances would singing it be permitted?—E.V.W., SK3c, USNR (WR).

• *You were correct. Women's Reserve Circular Letter 2-43 states: "In general, saluting by women reservists is governed by the same regulations and customs applicable to saluting by Navy men. Indoors, however, under conditions where men are customarily uncovered (in theatre, church, at mess, etc.) Women Reserves will not salute even though covered. In such instances it is presumed that the hat is not being worn as a badge of office, but in conformance to civilian rather than military custom. When the national anthem is played indoors, women reservists stand at attention but do not salute. It is permissible to join in singing the anthem while standing at attention."*—ED.

#### CAN'T TRANSFER TO USCG

##### TO THE EDITOR:

I am at present in my boot training. I have always been interested in the Coast Guard. Is it possible for me to transfer into the Coast Guard from the stewards' branch where I am? If so, what steps will I have to take?—T.T., StM3c.

• *There is no provision of law whereby transfer from the regular Navy or Naval Reserve to other branches of the armed forces may be effected. Discharges are not authorized for the purpose of enlistment in other branches of the armed forces, as such a procedure would be an additional expense to the government and would necessarily retard the war effort.*—ED.

#### SHELL VS. SOUND

##### TO THE EDITOR:

I believe your statement that sound travels faster than a shell (INFORMATION BULLETIN, December 1943, page 43) is incorrect. A shell at all times has a greater velocity.—K.C.V., Ens., USCG.

• *You are correct, in general. There are, however, certain exceptions.*—ED.

#### JOBS FOR VETERANS

##### TO THE EDITOR:

I resigned from a public high school teaching position in Texas in January of 1942 to enlist in the Coast Guard. Is that position guaranteed to me; should I apply for it within 40 days of my discharge? No promises were asked or made by either party, but I am wondering whether the law governing private employers in this regard applies to public city schools.—C.C., CBM.

• *Section 8B, Subdivision C, Selective Service Act, covering such cases as yours, reads: "(C) If such position was in the employ of any state or political subdivision thereof, it is hereby declared to be the sense of the Congress that such a person should be restored to such position or to a position of like seniority, status and pay." By amendment dated 18 August 1941, Congress made the job-protection provi-*

sions of the act applicable to volunteers as well as inductees. In your case, it is merely the wish of Congress that you be restored to your former position; it is not a legal mandate, however, since you were employed by a political subdivision.—ED.

#### MATH FOR V-7

##### TO THE EDITOR:

Will you please advise whether trigonometry is required, or if two courses in mathematics (each one semester) exclusive of "trig" are acceptable under regulations regarding eligibility of enlisted men for V-7?—G.T.I., Y2c, USNR.

• *Two one-semester mathematics courses, exclusive of trigonometry, are acceptable. However, trigonometry is desirable.*—ED.

#### SUPERVISION OF TESTS

##### TO THE EDITOR:

Is it necessary for an enlisted man to complete his progress tests under supervision of an officer? Some ships and stations permit a man to take a course and complete it in his spare time, while others require that the assignments be completed under direct supervision of an officer. Are there any written instructions as to which of the foregoing practices are correct?—R.E.H., Y1c, USNR.

• *The system for conducting progress tests varies, subject to the discretion of individual commanding officers. It is impossible, therefore, to give a direct answer to your first question. As for your second question, instructions are included in the progress test booklet.*—ED.

#### RIBBONS AND STARS

##### TO THE EDITOR:

I am a survivor of the USS *Helena*, having served aboard her from February 1942 to July 1943. At my present station are a number of men who served in the same cruise. They have asked me what area ribbons, engagement stars, etc., they are entitled to wear. Some believe they have been awarded the Presidential Unit Citation.—H.G.G., Lt. Comdr., USN.

• *For regulations on the wearing of area service ribbons, see General Order 194, 4 June 1943; for operations and engagements for which stars may be worn on those ribbons, see General Order 207, 7 February 1944. The *Helena* has not been awarded the Presidential Unit Citation.*—ED.

#### V-12 CLOTHING ALLOWANCE

##### TO THE EDITOR:

Would you please clear up an argument for some of us V-12 personnel who have had previous naval service? We all have had at least one year previous service, while some of us have had as much as four years. Do you know why we do not receive the clothing allowance?—W.J.F., USNR.

• *It is presumed you refer to the quarterly maintenance allowance. This is not provided for officer candidates by the executive order governing clothing allowances. V-12s get clothing in kind, when and as needed.*—ED.

# DECORATIONS AND CITATIONS



## NAVY CROSS

★ Capt. Grayson B. Carter, USN, San Diego, Calif.: Commanding a group of landing ships and destroyers at Vella Lavella during August 1943, he handled his forces so skillfully that they suffered only minor damage and few casualties. He improvised and carried out detailed measures to increase defensive-offensive measures in the landing of personnel and material.

★ Comdr. Harry Hull, USN, Washington, D. C.: As commander of a submarine in Japanese-controlled waters, he destroyed 20,000 tons of enemy shipping and damaged more than 18,000 tons, including an enemy destroyer, during numerous war patrols.

★ Comdr. James E. Kyes, USN, Seattle, Wash. (missing in action): As commanding officer of the USS *Leary* during action against a force of hostile submarines in the North Atlantic, he gallantly gave his own

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

life jacket to a member of the crew after making a tour of his crippled and sinking ship to ascertain that all personnel had been evacuated.

★ Comdr. William L. Messmer, USN, Detroit, Mich.: Commanding a minesweeper group of 13 vessels during the invasion of Sicily, he cleared a channel through an extremely hazardous minefield and aggressively returned the fire of enemy shore batteries without retarding the progress of his forces. He subsequently super-

vised difficult rescue activities and the towing to port of a severely damaged vessel.

★ Comdr. Eugene T. Sands, USN, Columbus, Ga.: As commanding officer of a submarine during numerous war patrols in Japanese-controlled waters, he succeeded in sinking more than 25,000 tons of enemy shipping and in damaging 16,000 tons.

★ Comdr. Gelzer L. Sims, USN, Orangeburg, S. C.: Commanding a destroyer in Vella Gulf the night of 6-7 August 1943, he struck boldly and with relentless determination against a force of Japanese warships. He contributed materially to the success of our force in sinking a Japanese cruiser and three destroyers.

★ Lt. Comdr. Robert L. Coleman, USNR, New Philadelphia, Ohio: As commanding officer of the LST-311, he observed the ignition of ammunition on another landing ship during the assault on Sicily. He brought his own vessel close aboard and fought desperately to control the flames. Forced to withdraw when exploding shells

## NAVY CROSS AWARDS OF THE MONTH



Grayson B. Carter  
Capt., USN



Harry Hull  
Comdr., USN



James E. Kyes  
Comdr., USN



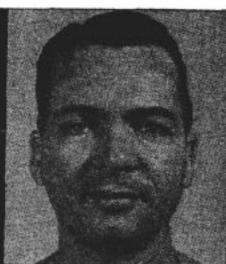
William L. Messmer  
Comdr., USN



Eugene T. Sands  
Comdr., USN



Robert L. Coleman  
Lt. Comdr., USNR



Roy M. Davenport  
Lt. Comdr., USN



Eugene S. Sarsfield  
Lt. Comdr., USN



John J. Shea  
Lt. Comdr., USN



Morrison R. Brown  
Lieut., USNR



John J. Kirwin  
Lieut., USN



Ormsby M. Mitchel, Jr.  
Lieut., USNR



William F. Mitchell  
Lieut., USNR



Robert W. Rolf  
Lt. (jg), USNR



Rubin Keltch  
Ens., USNR

Photographs not available of Comdr. Gelzer L. Sims and Chief Carpenter John A. Austin.

Official U. S. Navy photographs

threatened his own ship, he returned to rescue 40 men who might otherwise have been lost.

★ Lt. Comdr. Roy M. Davenport, USN, Kansas City, Kans.: As commander of a submarine in Japanese-controlled waters, he destroyed 10,500 tons of enemy shipping and damaged more than 35,000 tons during numerous war patrols.

★ Lt. Comdr. Eugene S. Sarsfield, USN, Brooklyn, N. Y. (missing in action): While commanding officer of the USS *Maddox*, which was supporting the assault on Sicily, he supervised abandonment of his vessel and was responsible for saving the lives of nine officers and 65 men. He maintained accurate and continuous gunfire until the *Maddox* was no longer tenable.

★ Lt. Comdr. John J. Shea, USN, Arlington, Mass. (missing in action): Serving in the USS *Wasp*, he disregarded danger from flying debris, smoke and flame to direct personally the fight against fiercely raging fires and explosions on the flight deck. After the water pressure failed, he remained with extinguishers in an attempt to control the fire in the ready ammunition room until a terrific explosion occurred.

★ Lieut. Morrison R. Brown, USNR, Miami Beach, Fla. (missing in action): As engineer officer of the USS *Borie* when that destroyer attacked and sank an enemy submarine, his grim determination kept the engines of his vessel operative with sufficient power to complete her mission despite serious damage. He ordered his men to safety and stayed below, neck-deep in water, to man the throttle, until the submarine was destroyed.

★ Lieut. John J. Kirwin, USN, Newport, R. I. (posthumously): As turret officer in the USS *Savannah*, while that cruiser supported the Salerno landings, he stood by his station, after ordering his crew to abandon it, when an enemy bomb set off numerous fires and filled the turret with smoke. Despite imminent danger of a magazine explosion, he calmly supervised evacu-

## 16 Americans Honored by U.S.S.R.; Three Russians Decorated by U. S.

Sixteen officers and men of the U. S. Navy have been decorated by the Russian government for their part in the invasion of North Africa and Italy, while three Russian naval officers have been honored by our government.

In an order signed by President Kalinin, the following decorations were conferred on U. S. naval personnel: Order of Kutuzov, First Class, to Vice Admiral Henry K. Hewitt, USN; Order of Suvorov, Second Class, to Rear Admiral Robert C. Giffen, USN; Order of Kutuzov, Second Class, to Rear Admiral Harry W. Will, USN; Order of Suvorov, Third Class, to Capt. Norman C. Gillette, USN; Order of Kutuzov, Third Class, to Capt. How-



Admiral Hewitt

ard E. Orem, USN; Order of Alexander Nevsky to Rear Admiral Don P. Moon, USN; Order of the Patriotic War, First Class, to Lieut. Ralph E. Boucher, USNR, and Lieut. Jeremiah E. Mahoney, USN; Order of the Patriotic War, Second Class, to Hugh P. Wright, GM3c, USNR, and Ward L. Gemmer, BM2c, USN; Order of the Red Star to Lieut. Rufus T. Brinn, USNR, Lieut. John L. Laird, USNR, Lt. (jg) George B. Lennig, USNR, George C. Norton, GM2c USN; Lloyd R. Weeks, GM3c, USNR, and Albert F. Wohlers, Cox, USNR.

Officers of the Soviet Navy decorated by the U. S. Government were Comdr. I. Fisanovich, whose submarine sank 13 German warships and transports, Navy Cross; Comdr. Anton Gurin, commanding officer of a Russian destroyer which aided in conveying war cargoes from the U. S. and Britain, Navy Cross; Submarine Warrant Officer S. Kukushkin, Distinguished Service Medal.

ation and deliberately remained behind to aid in saving many lives.

★ Lieut. Ormsby M. Mitchel Jr., USNR, Stamford, Conn.: As commanding officer of the USS *Plymouth*, 5 August 1943, he remained steadfastly at his post although painfully injured. Disregarding his own position and enveloped by flames, he insisted upon being supported while he directed abandon-ship operations and remained aboard himself until the ship sank. Subsequently rescued, he was concerned only with the safety of his crew.

★ Lieut. William F. Mitchell, USNR, Atlanta, Ga.: Despite terrific enemy crossfire, he maneuvered his ship to within 500 yards of the Sicilian shoreline in order to conduct various assault waves to their designated beaches. His expert seamanship provided excellent support to the operations.

★ Lt. (jg) Robert W. Rolf, USNR, Rock Island, Ill. (posthumously): After skillfully landing a crippled landing craft at Lae, 4 September 1943, he personally led a party in extinguishing numerous fires aboard and continued dangerous tasks under repeated Japanese strafing and bombing attacks until he was killed under fire. His inspiring leadership saved his ship for his country.

★ Ens. Rubin Keltch, USNR, New York, N. Y. (posthumously): During and after the sinking of the USS *Plymouth* 5 August 1943, he risked his life to assist several survivors to safety after a torpedo crashed into the port side of the ship. Proceeding to the engine room in search of others known to be trapped and helpless, he gallantly sacrificed his life.

★ Chief Carpenter John A. Austin, USN, Warrior, Ala. (posthumously): Trapped in the USS *Oklahoma* when she capsized after the Japanese attack on Pearl Harbor, he courageously risked his life to locate a porthole

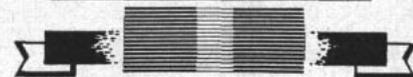
which was under water and assisted 15 of the crew to escape. He gallantly gave his life in the service of his country.

Gold Star In Lieu of Second



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral John W. Greenslade, USN (Ret.), Annapolis, Md.: As Commander, Western Sea Frontier, he achieved distinctive success in creation of an organization to administer the routing and dispatching of convoys. He also exercised the highest qualities of leadership, judgment and planning.



DISTINGUISHED SERVICE MEDAL

★ Rear Admiral John H. Hoover, USN, Great Falls, Mont.: As Commander, Caribbean Sea Frontier, and Commandant, Tenth Naval District, he exercised the highest qualities of leadership, judgment and planning during a period of intense submarine activity and aided materially in driving the undersea craft from this strategic area.

★ Rear Admiral Frederick C. Sherman, USN, San Diego, Calif.: As commander of the carrier task force



Admiral Sherman

which raided Rabaul, 5 November 1943, he struck deep into enemy waters and skillfully directed his units to render impotent a large hostile force. He contributed essentially to the success of the Bougainville operations.

## Ensign Awarded High British Decoration

The George Medal, third highest decoration of the British government, has been awarded to Ens.

Milton Sanders, USNR, of Washington, D. C. An ordnance observer attached to the Royal Air Force in Northern Ireland last May when an RAF Liberator bomber crashed and caught fire in a night take-off, En-



Ens. Sanders

sign Sanders voluntarily entered the flaming wreckage and rendered the bombs safe after working over them for 30 minutes.



LEGION OF MERIT

- ★ Rear Admiral William R. Furlong, USN, Roscoe, Pa.: As commandant of the Pearl Harbor Navy Yard during and following the Japanese attack, his splendid initiative and untiring efforts were largely responsible for the successful and expeditious manner in which vital salvage was accomplished.
- ★ Capt. Pat Buchanan, USN, Bonham, Tex.: As commander of transports in an amphibious force, during the seizure and occupation of Attu and Kiska, he conducted the training and preparing of crews and boats for the difficult landing operations. Handicapped by dense fog, he directed the maneuvers with fierce determination which enabled the transports to reach the beach safely.
- ★ Capt. Robert L. Dennison, USN, Warren, Pa.: In charge of the planning and execution of an amphibious force mission during the seizure of Attu and Kiska, he handled various tactical problems with high skill. He supervised an attack which enabled our forces to carry out their mission without the loss of ships or personnel.
- ★ Capt. Ross A. Dierdorff, USN, Hillsboro, Oreg.: As commander of a task group and a naval transport during the invasion of Sicily, he was instrumental in landing and establishing a reinforced combat team in spite of desperate resistance. His sound judgment, planning and courageous leadership under fire contributed materially to the success of the operations.
- ★ Capt. Frederick I. Entwistle, USN, Los Angeles, Calif.: Throughout a period when our forces were moving steadily westward during occupation of the Aleutians, he rendered material assistance and advice concerning planning and execution of assigned missions and the routing of friendly shipping, enabling our forces to destroy numerous enemy vessels and escape without damage.
- ★ Capt. Charles C. Hartman, USN, Lincoln, Neb.: As commander of a destroyer squadron during the assault on Sicily, he provided vital fire support and subsequently directed his forces with expert professional skill while in range of enemy shore artillery. His splendid leadership under extremely harassing conditions contributed greatly to the protection of the transport area.
- ★ Capt. Jack E. Hurff, USN, Evanston, Ill.: Commanding a transport during the amphibious assault on Sicily, he completed his mission of landing troops and material on enemy-occupied beaches although he was painfully wounded and subjected to relentless enemy air attacks.
- ★ Capt. John E. Murphy, USN, Swissvale, Penna.: Commanding a transport during the assault on Sicily, he embarked the troops, supplies and equipment expeditiously despite extremely adverse weather conditions and enemy bombing attacks.
- ★ Capt. James M. Steele, USN, Marlin, Tex.: As salvage superintendent during operations at Pearl Harbor, he

skillfully organized personnel and expedited procurement of equipment necessary to the accomplishment of important tasks. His initiative and judgment contributed materially to the success of the operations.

- ★ Capt. Francis H. Whitaker, USN, Beaumont, Tex.: As hull and salvage superintendent during Pearl Harbor salvage operations, he formed advance plans and supplied equipment and production facilities necessary to the important tasks entrusted him. He skillfully supervised the drydocking and repair of salvaged vessels.
- ★ Capt. Joel J. White (MC), USN, Nashville, Tenn.: As commanding officer of a hospital in the New Hebrides with a section at Guadalcanal, he performed his duties with outstanding professional skill and made many hazardous trips to the forward combat areas to develop facilities for battle casualties.
- ★ Comdr. William R. Franklin (DC), USN, Buffalo, N. Y.: During a period of concentrated action in the Aleutian Islands, he rendered invaluable assistance in the planning and execution of operations and the providing of weather information. In addition, he voluntarily participated in numerous hazardous flights and subsequent bombardments and landings.
- ★ Comdr. John F. Grube, USN, Alexandria, Va.: Commanding a naval vessel during the amphibious invasion of Sicily, he disembarked troops and equipment and directed the operations of his combat-cargo-loaded ship with efficiency despite fierce hostile opposition and relentless enemy attacks.
- ★ Comdr. Walter T. Jenkins, USN, Youngstown, Ohio: As gunnery officer on the staff of Commander, North Pacific Force, February-October 1943, he rendered invaluable assistance in

the planning and operations involving all gunnery matters and in the supply, replacement and storage of all ammunition.

- ★ Comdr. Joseph W. Leverton Jr., USN, Washington, D. C.: As flag secretary and public relations officer on the staff of Commander, North Pacific Force, February-October 1943, he rendered invaluable assistance in the preparation of operation plans and information involving myriad details of administration.
- ★ Comdr. Floyd B. Schultz, USN, Bay City, Mich.: As assistant materiel officer on the staff of Commander Destroyers, Pacific Fleet, in the South Pacific from December 1942 to September 1943, he planned and supervised the salvage of numerous ships despite extremely hazardous conditions.
- ★ Comdr. Leland G. Shaffer, USN, Bedford, Pa.: As communications officer for Commander, North Pacific Force, from February to October 1943, he maintained close liaison between surface and amphibious units and Army air and ground forces, thus expediting the success of our forces during a period of concentrated action.
- ★ Comdr. Robert H. Taylor, USN, Milledgeville, Ga.: Attached to the staff of Commander, North Pacific Force, from January to October 1943, he planned the execution of all operations, including effective routing of shipping and the development of anchorages, during a period of concentrated action in the Aleutians area.
- ★ Lt. Comdr. Miles C. Krepela (MC), USNR, Jackson Heights, N. Y.: As senior medical officer of a defense battalion operating in New Georgia, he gallantly refused to be moved to a safer area and remained to care for the wounded brought in from the beach. Due to the extreme shortage of doctors, he worked day and night for seven days and undoubtedly saved many lives which otherwise would have been lost.
- ★ Lt. Comdr. Ralph M. Pray, USN, Chula Vista, Calif.: During a period of concentrated action in the Aleutians area, he engaged in numerous search missions, flying hundreds of hours despite adverse weather conditions and by his valuable service and advice coordinated Army and Navy air attacks throughout the essential operations.
- ★ Lt. Comdr. Bertram J. Prueher, USN, Bloomer, Wis. (posthumously): Skillfully leading his pilots in a ruthless and persistent campaign against enemy submarines from April 1942 to August 1943, he developed his squadron into an effective fighting force which established an exceptional record in the destruction of hostile undersea craft.
- ★ Lt. Comdr. Crittenden B. Taylor, USN, Lima, Ohio: Commanding a minesweeper group during the assault on Sicily, he directed vital operations continuously over a period of five days despite extremely heavy seas in a hazardous area. His command cleared the area and permitted safe passage to the beachheads.
- ★ Lt. Comdr. Wiley L. Wroten, USNR, New Orleans, La.: As officer-in-charge of salvage operations at Casablanca, he completed his duties of re-



Official U. S. Navy photograph

**TACTICAL OFFICER WINS MEDAL:** For meritorious service as tactical officer and assistant operations officer on the staff of a task force commander and Commander Air, Solomons, Comdr. Gerald L. Huff, USN, of Urbana, Ill., has been awarded the Legion of Merit. Undeterred by frequent Japanese air raids, he maintained effective employment of our aircraft against the enemy.

floating or bringing to drydock many ships sunk by enemy gunfire. As the result of his work a U. S. destroyer was quickly returned to combat, and many cargo ships supplying the Allied armies were discharged speedily.

★ Lieut. Richard K. Margetts, USN, San Diego, Calif.: When one of his support boats suffered damage neutralizing its fire power and another incurred engine damage and was in a sinking condition during the assault on Sicily, he immediately placed the sinking craft in tow of the other and thus utilized its fire power on assigned targets. His resourcefulness and presence of mind contributed greatly to the success of our operations.

★ Lieut. Clayton Ross Jr., USN, Wichita, Kans.: As engineer officer of a destroyer from November 1942 to June 1943, he skillfully directed temporary repairs when his ship was struck and severely damaged by a torpedo. Through his foresight, initiative and engineering ability, he restored the ship to service in remarkably short time.

★ Lt. (jg) Robert A. McCluskey (SC), USNR, Rensselaer, N. Y.: As fire control watch officer in a U. S. transport during the assault on Sicily, he brought attacking enemy planes under devastating fire and destroyed two planes with accurate gunfire.

★ Ens. William D. Seidler, USNR, Montclair, N. J.: In charge of a small, heavily armored scout boat during the invasion of Sicily, he was forced to cut loose from the parent ship while still six miles away from position. Working steadily to prevent critical damage to the larger craft, he rallied his crew, effected emergency repairs, and courageously carried out his mission.

★ Charles F. Eaton, PhM1c, USN, Scottsville, Ky.: When his vessel was torpedoed in the Mediterranean, he labored persistently in behalf of his wounded comrades although he himself had received painful injuries to his back and head. He kept at his duties for three hours until compelled to abandon his efforts.

★ John Henry Jones, S1c, USNR, Olive Hill, Ky. (posthumously): As machine-gunner in a boat from a transport, during the assault on Sicily, he persistently stood by his gun when the boat foundered until turbulent seas finally washed him overboard.

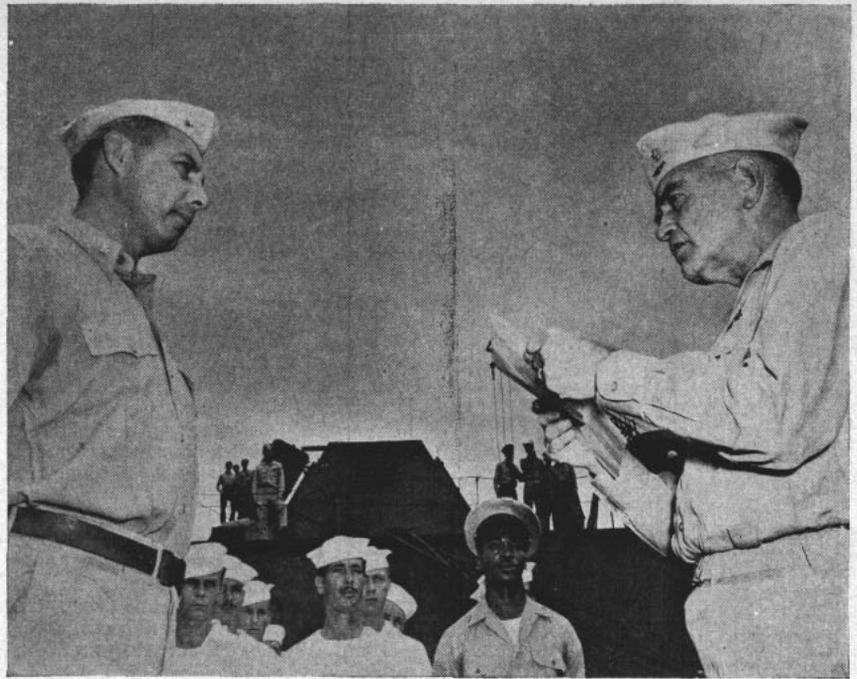
Gold Star in Lieu of Second



SILVER STAR MEDAL

★ Comdr. William H. Groverman, USN, Huntington, W. Va.: As commanding officer of a destroyer during the occupation and subsequent reinforcement of Vella Lavella, 15-18 August 1943, he maintained effective protection for convoys to the strategic garrison despite repeated and determined attacks by Japanese dive bombers and torpedo planes.

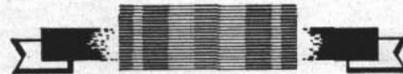
★ Lt. Comdr. Richard D. Shepard, USN, Vallejo, Calif.: During a period when his ship underwent seven hos-



Official U. S. Navy photograph

**SELFRIDGE COMMANDER AWARDED GOLD STAR:** Comdr. George E. Peckham, USN, commanding officer of the USS *Selfridge*, is awarded the Gold Star in lieu of a second Silver Star Medal by Admiral William F. Halsey, USN, commander of South Pacific Forces. The *Selfridge* is credited with contributing materially to the sinking of one or more Jap ships and the damaging of three others in a night engagement in the Solomons, 6-7 October 1943. The destroyer's bow was blown off but she was able to make port for repairs.

tile air attacks in the Solomons from 29 June to 15 July 1943, he rendered incalculable assistance and performed his duties as executive officer with expert skill. He also participated in two shore bombardments, a fierce night battle and subsequent rescue activities.



SILVER STAR MEDAL

★ Capt. William R. Cooke Jr., USN, Llanerch, Pa.: Although convoys and the destroyer squadron he commanded were subjected to repeated attacks during action off Vella Lavella Island, August-September 1943, he skillfully directed his ships to provide ample protection for the cargoes and transports and enabled our forces to seize and maintain the base without loss of a ship.

★ Comdr. Bert F. Brown, USN, Salt Lake City, Utah; Comdr. Lawrence H. Frost, USN, Vinita, Okla.; Comdr. Harry D. Johnston, USN, Maspeth, N. Y., and Comdr. Jacob A. Lark, USN, Shamokin, Pa.: As commanding officers of destroyers during the occupation and subsequent reinforcement of Vella Lavella, 15-18 August 1943, they maintained effective protection for convoys to this strategic garrison despite repeated and determined attacks by Japanese torpedo planes and dive bombers.

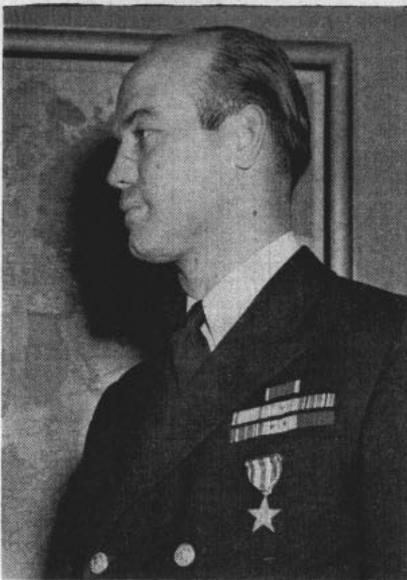
★ Comdr. Donald W. Gladney Jr., USN, Lewisville, Ark.; Comdr. Leland G. Shaffer, USN, Bedford, Pa.; Lieut.

John F. Miller Jr., USN, Washington, D. C.; Lieut. Ralph W. Swearingen, USNR, Honolulu, T. H., and Lieut. Sumner A. Pendleton, USNR, Detroit, Mich.: Serving on the staff of a flag officer commanding task groups in combat against the Japanese in the South Pacific Area, they performed their essential duties with outstanding skill and were of material assistance in the successful accomplishment of many missions.

★ Comdr. Gelzer L. Sims, USN, Orangeburg, S. C.: As commanding officer of a destroyer, he directed the accurate and sustained fire of his ship off Kolombangara Island 13 July 1943. He sent torpedoes crashing into six Japanese warships and contributed to the destruction of four and probably six of the hostile ships. His destroyer then went to the rescue of the badly damaged USS *Gwin* and helped protect her.

★ Lt. Comdr. Arthur D. Berliess Jr., USNR, New York, N. Y.; Lieut. John R. Cain, USNR, Quincy, Mass., and Lieut. Robert S. Clark, USNR, Winchester, Mass.: Commanding PC boats during the invasion of Sicily, they accurately located the beaches assigned to landing operations and tenaciously held the hazardous anchorage, although forced to maintain fire silence in order to support the surprise attack. They continued to provide vital signals to direct the landing craft while only 1,000 yards offshore and constantly exposed to enemy searchlights and fire.

★ Lt. Comdr. Thomas B. Dabney, USN, Muskogee, Okla.: As executive officer and navigator of a submarine in Jap-



Official U. S. Navy photograph

**DESTROYER SKIPPER HONORED:** *Comdr. Carlton R. Adams, USN, of Wilmington, N. C., wears the Silver Star Medal which was awarded him recently for his brilliant tactics near Finschafen, New Guinea, on 22 September 1943. When his force of destroyers and tank landing craft was attacked by 10 torpedo planes, Commander Adams, by skillful maneuvering, avoided the enemy torpedoes and brought his destroyer and convoy through with only minor damage.*

anese-controlled waters, he aided materially in the sinking of an important amount of Japanese shipping during several war patrols.

★ Lt. Comdr. Tom T. Flaherty (MC), USN, Long Beach, Calif.: In the evacuation of wounded by transport plane in the Solomons Islands area, he remained at his post despite continual bombing and strafing to supervise in the loading and aid of wounded who were under his care.

★ Lt. Comdr. David Zabriskie Jr., USN, Los Angeles, Calif.: Serving in important posts in a submarine during six patrols in dangerous, enemy-controlled waters, he aided materially in sinking or damaging 17 Japanese vessels.

★ Lieut. Henry D. Davison, USN, Little Rock, Ark.: As executive officer of a destroyer in combat against Japanese forces in Vella Gulf, 6-7 August 1943, he supplied vital information to his commanding officer and the gunnery division with such speed and accuracy that his ship was able to deliver a devastating attack which contributed to the sinking of one enemy cruiser and three destroyers.

★ Lieut. Clarence W. Hussey, USNR, Memphis, Tenn.: When 32 enemy bombers swept down upon the ss *Robert Rowan*, in which he was Armed Guard junior officer, during the anchorage off Sicily, he assisted in the direction of gunfire and helped supervise the abandonment of the ship by Army personnel when three direct hits left his ship gutted by raging flames. He kept all available guns blazing

until bursting ammunition made the ship completely untenable.

★ Lieut. Francis J. Keenan (ChC), USNR, Bellevue, L. I., N. Y.: Attached to a transport during the invasion of Sicily, he voluntarily left the ship to render assistance to medical parties ashore. Although wounded while digging a grave, he carried on and deliberately minimized his won injuries in order that men who were more seriously injured could receive immediate aid.

★ Lieut. Ameel Z. Kouri, USNR, Houston, Tex.; Lieut. William T. Maley (CEC), USN, Pittsfield, Mass., and Lt. (jg) John H. Harker (CEC) USNR, Evanston, Ill.: Landed in enemy territory on a reconnaissance mission, they penetrated deep into the Japanese-held land to obtain vital information regarding terrain, hydrographic conditions and the strength and disposition of the enemy. They remained on the island for three days although they knew they could expect no help from outside sources and that discovery meant capture or death.

★ Lieut. Wesley N. Miller, USNR, Anguilla, Miss.: As officer of the Armed Guard aboard the ss *Ezra Meeker*, en route from Oran to Casablanca, July-August 1943, he fought off 25 bombers which attacked the ship, and shot down four of the planes. He contributed greatly to the spirit which enabled his ship, stalked by torpedoes and shaken by explosions, to survive a perilous journey with minimum damage.

★ Lieut. Marvin W. Silverstein, USNR, Philadelphia, Pa.: Commanding a PC boat during the assault on Sicily, he screened another vessel in locating beaches for landing operations and enabled his command to repulse numerous air attacks and to destroy two hostile aircraft.

★ Lt. (jg) George A. Colson, USNR, New York, N. Y.: Commanding the Armed Guard aboard the ss *William Gerhard* during repeated attacks by enemy aircraft, enroute from Oran to Palermo, August 1943, he directed the blasting of three planes from the sky while the ship went through a hail of bombs and torpedoes. His courage and skill enabled the ship to survive a hazardous voyage with negligible damage.

### *Army Silver Star Awarded Navy Doctor*

The Army Silver Star Medal has been awarded to Lieut. James F. Regan (MC), USN, of Los Angeles, Calif., for gallantry in action on New Georgia last July when he was commanding officer of a Navy medical detachment serving with a Marine Raider battalion. The medal was presented on behalf of Lt. Gen. Willard A. Harmon, USA.

Lieutenant Regan directed and aided in the evacuation of more than 200 casualties, including 72 stretcher cases, from areas covered by enemy fire during the period from 8 July to 21 July 1943.



Official U. S. Navy photograph

**COVERED RENDOVA INVASION:** *The Silver Star Medal has been awarded Comdr. Virgil F. Gordinier, USN, Pratt, Kans., for his brilliant leadership and great courage as commanding officer of a destroyer which covered transports engaged in landing troops at Rendova Island. He also was commended for his tactical skill in the second Battle of Kula Gulf in which his ship contributed to the destruction of four, and probably six, Japanese vessels.*

★ Lt. (jg) Robert J. Finlay, USNR, Fife, Tex.: As commanding officer of the Armed Guard aboard the ss *Samuel Parker* anchored off Sicily, he directed the fire of his efficiently trained crew while subjected to repeated bombing. He effected emergency repairs while under fire and maintained his barrage, destroying or contributing to the destruction of 11 enemy planes.

★ Lt. (jg) Kenneth P. Hill, USNR, Portland, Oreg.: A member of a patrol landed on Japanese-held territory, he remained for three days for the purpose of securing vital information as to terrain, hydrographic conditions and strength and disposition of enemy forces. Knowing that he could expect not outside assistance and that discovery meant capture or death, he successfully carried out his hazardous assignment.

★ Boatswain Joseph L. Palmer, USNR, Long Island City, N. Y.: Although severely wounded while directing landing operations on Sicily, he maintained his exposed position in the face of heavy enemy fire and gallantly performed his essential duties until he was physically unable to continue.

★ Joseph L. Cronin, CTM, USN, Hudson, Mass.: When his destroyer assisted in frustrating Japanese forces in the Solomons 7 August-12 November 1942, during the initial landings at Guadalcanal, he assisted in providing ammunition for the machine guns and in laying a torpedo tube which resulted in the sinking of a hostile destroyer. On another occasion, though wounded, he remained at his station until action ceased.

★ John H. Sabo, CWT, USN, Long Beach, Calif.: When the USS *Henley* was torpedoed 3 October 1943, he steadfastly remained in the flooded engine room and climbed to the lighted burners in order to close a valve and

stop the flow of fuel oil which was in danger of igniting. Under his efficient direction, the crew was evacuated safely.

★ James F. Sigel, CTM, USN, New York, N. Y.: When his vessel was attacked by hostile planes in the South Pacific, 21 August 1943, he observed that shells had pierced the ammunition ready room. He unhesitatingly entered the area and removed several cans in order to dispose of burning ammunition.

★ Roy C. Stamler, SF1c, USN, Carrollton, Ky.: As a member of a repair party in the USS *Perkins* off New Guinea, 20 October 1943, he gallantly disregarded his own wounded condition to remove other men to the battle dressing station, submitting to treatment for himself only after all other wounded had been cared for.

★ Alvin K. Anderson, BM2c, USCG, Chicago, Ill.: As coxswain of a scout boat during the assault on Sicily, he proceeded through enemy-mined waters to an assigned position offshore and maintained his position for three hours under sustained enemy fire to assist in guiding assault waves to the heavily defended beach.

★ Francis Carpenter, S1c, USNR, New York, N. Y.: Familiar with Sicily through previous visits, he volunteered to land with the first assault waves. By questioning residents, he ascertained the location of a mine field and captured a prisoner, although unarmed himself. He also obtained valuable information concerning terrain of the beach.



★ Comdr. Charles L. Westhofen, USN, Milwaukee, Wis.: Piloting a bomber in action against a hostile submarine in the Atlantic, he flew dangerously low over the target and enabled his gunners to achieve maximum striking power. Despite damage to his craft, he maintained a course of action which resulted in destruction of the submarine.

★ Lt. Comdr. John Eldridge Jr., USN, Buckingham, Va. (posthumously): Despite continual enemy shelling of mud-covered Henderson Field, he effected an extremely difficult take-off 25 October 1942 to participate in vital bombing of approaching Japanese surface forces. In the ensuing engagement he assisted his four-plane group in destroying a Japanese cruiser and in damaging another warship.

★ Lt. Comdr. Thomas W. McKnight, USNR, Beverly, Mass.: Determining that the removal of a 500-pound live bomb inadvertently released in the closed bomb bay of a plane would be too dangerous, he personally piloted the plane seaward. Finding the tail fins had further wedged the bomb in the plane structure, he rolled the plane violently, breaking the hold and clearing the bomb, which exploded on impact with the water.

★ Lieut. Charles C. Aikins, USNR, Kansas City, Mo.; Lieut. Delwin A.



Official U. S. Navy photograph  
**HE SAVED HIS SHIP:** *Comdr. Ira E. Hobbs, USN, of Marlow, Okla., won the Silver Star Medal recently for skillfully maneuvering his warship in the face of repeated smashing attacks by Jap planes near the Santa Cruz Islands. When his ship was severely damaged, he continued to fight against overwhelming odds and eventually succeeded in saving his vessel and her personnel.*

Liane, USN, Lisbon, N. Dak.; Lieut. David F. Weaver, USNR, Kansas City, Kans., and Ens. Morris G. Pickard, USNR, Greensboro, N. C.: Operating with great efficiency as scouting plane pilots from a U. S. cruiser during the invasion of Sicily, they made numerous reconnaissance and spotting flights deep into hostile territory despite heavy anti-aircraft and fighter opposition.

★ Lieut. Burton F. J. Albrecht, USNR, Mesa, Ariz.: On a search mission in the Solomons he contacted and tracked a convoy of nine enemy ships and launched an attack, scoring direct hits on three of the vessels and leaving one listing and in flames.

★ Lieut. William R. Austin, USNR, Yakima, Wash.; Lieut. Edward H. Lawry, USNR, Fairfield, Me.; Lieut. John E. Mishanec, USNR, Olean, N. Y.; Lieut. Elmo L. Moss, USNR, Hannibal, Mo., and Lt. (jg) Stanley G. Fierstein, USNR, Houston, Tex.: As scouting plane pilots from the USS *Philadelphia* during the invasion of Sicily, they engaged in numerous spotting and reconnaissance missions deep into hostile territory despite heavy anti-aircraft and fighter opposition.

★ Lieut. Robert J. Clinton, USNR, Staten Island, N. Y.: In response to a visual message from an Australian gunboat which had spotted a Japanese submarine, he tracked down the hostile craft and forced her to the surface with depth charges. In a low-altitude strafing attack his own guns jammed and he stood by, tracking the submarine, until additional aircraft arrived and destroyed the sub.

★ Lieut. Harlan J. Coit, USNR, Montclair, N. J.: Participating in many missions in the Solomons area from September to November 1943, he scored one direct hit and several near misses on a light cruiser and a probable hit on a destroyer. On 25 October, after an extremely difficult take-

off from mud-covered Henderson Field, he assisted in silencing enemy artillery and strafing important Japanese ground positions.

★ Lieut. Morris R. Doughty, USN, Cape Girardeau, Mo.: He scored two direct hits on a Japanese light cruiser, several near misses on a heavy cruiser, and a probable hit on a destroyer during a period of intense activity in the Solomons from September to November 1942. On 25 October, after a difficult take-off from muddy Henderson Field, he silenced Japanese artillery and strafed important ground positions.

★ Lieut. John J. Frazier, USNR, Bridgeton, N. J., and Lieut. John C. Osborn Jr., USNR, Sheboygan, Wis.: As scouting plane pilots from the USS *Savannah*, during the assault on Sicily, they participated in numerous spotting and reconnaissance missions deep into hostile territory despite intense anti-aircraft and fighter opposition.

★ Lieut. Cyrenus L. Gillette, USNR, Detroit, Mich.: Despite severe electrical storms, poor visibility and withering anti-aircraft fire, he daringly pressed home an attack on a Japanese task force of five destroyers. He scored one hit and dispersed the other units. On 25 January 1943, acting as spotter, he contributed to the success of our forces in shelling Vila Plantation installations.

★ Lieut. Robert J. Mohler, USNR, North Canton, Ohio: Scoring direct hits and near misses on a light cruiser, a destroyer and a heavy cruiser, 15 October 1942 in the Solomons area, he also assisted in sinking four and possibly five Japanese transports despite severe fighter opposition and anti-aircraft. He participated in numerous attacks on enemy surface vessels during a period of intense activity.

★ Lieut. Harold N. Murphy, USNR, Brookline, Mass.: He scored three direct hits and probably two others on Japanese destroyers during vital bombing raids in the Solomons area. On 15 October 1942 he assisted in



Hoist (NTS, San Diego)

"Is it true that nurses sometimes fall in love with their patients?"



Official U. S. Coast Guard photograph

**COMBAT ARTIST DECORATED:** For gallantry in action in the Sicilian and Salerno invasions, William G. Lawrence, CBM, USCGR, of Red Bank, N. J., receives the Silver Star Medal from Vice Admiral R. R. Waesche, commandant of the U. S. Coast Guard. Lawrence, a nationally known artist, was in charge of a specially fitted landing boat during the invasions, and his skill and perseverance were instrumental in salvaging about 100 beached and stranded invasion craft.

sinking four, and possibly five ships of a Japanese invasion fleet in the vicinity of Guadalcanal.

★ Lieut. William P. Tanner Jr., USNR, San Pedro, Calif.: In action against eight or more enemy fighters over the Bay of Biscay, 1 August 1943, he enabled his gunners to inflict serious damage and force one enemy plane to land. With his engine controls shattered and his plane ablaze, he made a crash landing in the sea and helped three of his crew abandon the craft.

★ Lieut. Chester V. Zalewski, USNR, Dickson City, Pa.: In numerous vital bombing raids on Japanese shipping in the Solomons area from September to November 1942, he scored direct hits and near misses on two heavy cruisers and a destroyer and a probable hit on a light cruiser. On 15 October he assisted in destroying four, and possibly five, ships of a Japanese convoy.

★ Lt. (jg) Thomas B. Adams, USNR, Detroit, Mich.: Flying low over strongly defended enemy harbors, he completed three hazardous night flights which contributed to the sinking of four Japanese destroyers and two auxiliary vessels and to the damaging of a light cruiser and two destroyers. He also repelled two attacks by Zeros, destroying one, during landing operations at Munda and Rendova.

★ Lt. (jg) Billy P. Burch, USNR, Bruceton, Tenn.: When his four-plane division intercepted a hostile Japanese air force attempting to attack our positions on New Georgia on 30 June 1943, he tailed two Zeros and shot them both down in flames. Finding another Zero soon afterwards, he held it in his fire until the enemy plane disintegrated in mid-air.

★ Lt. (jg) Francis O. Burton, USNR, Billings, Mont.: He contacted and successfully tracked an enemy cruiser in the Solomons area and, making a low-altitude run, scored two direct hits which caused a terrific explosion and serious damage to the enemy.

★ Lt. (jg) Norman D. Champlin, USNR, Plainwell, Mich.: Participating in a raid on four hostile warships in Bougainville Straits, 22 July 1943, he scored a direct hit which contributed to the sinking of a tender, despite tremendous antiaircraft fire and fierce fighter opposition.

★ Lt. (jg) John B. Haskett, USNR, Alhambra, Calif.: Participating in numerous long-range search missions, bombing raids and patrols, he inflicted severe damage on the enemy despite adverse weather and heavy opposition.

★ Lt. (jg) William C. Hirsch, USNR, Cincinnati, Ohio: Completing two dangerous operations in Kahili and Faisi harbors despite illumination and close-range antiaircraft fire, he aided materially in the destruction of two hostile vessels. Although intercepted by a hostile air force, he also contributed to the sinking of five Japanese destroyers and three cargo vessels and to the damaging of one light cruiser and two destroyers.

★ Lt. (jg) Alfred F. Jacobson, USNR, Brookfield, Ill. (missing in action): Pressing home a vigorous attack against enemy shipping in Kahili harbor 17 July 1943, he contributed to the sinking of seven Japanese vessels and the destruction of 49 planes despite tremendous antiaircraft and fighter opposition.

★ Lt. (jg) Winfield H. Junk, USNR, St. Joseph, Mo.: Taking part in numerous bombing attacks in the Solomons area, he made a low-altitude attack on a Japanese cargo ship and scored a direct hit which sank it. He also contributed to the sinking of a seaplane tender in an attack against the tender and four enemy warships. He made other runs against enemy shipping and troop positions, and carried out hazardous night minelaying operations.

★ Lt. (jg) Knute W. D. Lee, USNR, Spring Grove, Minn.: Flying to the assistance of one of his squadron members who had damaged a Japanese submarine, he sighted the craft proceeding at impaired speed in the South Pacific Area. He made two low runs despite persistent antiaircraft fire and released depth charges which sank the crippled vessel.

★ Lt. (jg) Murray C. McKinney, USNR, Sulphur Springs, Tex. (posthumously): During action against Japanese forces off Kahili, 7 July 1943, he scored a direct hit with a 2,000-pound bomb and probably sank a Japanese destroyer. Although an enemy plane subsequently killed his turret gunner and shot away his radio and controls, he flew 300 miles to his home base and crash landed in the sea.

★ Lt. (jg) Joe D. Mitchell, USNR, Davidson, Okla.: In a vigorous glide-bombing attack against Japanese ships in Kahili harbor he fought his way through a gauntlet of enemy fighters and scored a direct hit on an enemy destroyer before he himself was shot



Official U. S. Navy photograph

**RESCUED FIVE MEN:** Ensign Donald E. McGrath, USNR, of San Jose, Calif., has received the Silver Star Medal for helping rescue five injured crewmen when his destroyer was torpedoed in the Solomons on 6 October 1943. Disregarding his own painful injury, he risked his life to remain in the flooded compartment and dived repeatedly through fuel oil and sea water to rescue the plotting room crew. After abandoning ship, he swam part of the way to the rescue ship in order to leave room for others more seriously wounded.

down. He participated in numerous other missions against Munda, Vila and Nususongo.

★ Lt. (jg) Thomas H. Moore, USNR, Lake View, S. C.: On 22 July 1943 his flight of fighters encountered a large force of Japanese planes. He destroyed one and assisted in the rout of the others. On another occasion, over Rendova Island, he shot down two Zeros.

★ Lt. (jg) Gerald A. Robbins, USNR, Lakemills, Wis. (missing in action): Attacking enemy ships in Kahili harbor, 17 July 1943, he contributed materially to the sinking of three Japanese warships and four auxiliaries and the shooting down of 49 aircraft.

★ Lt. (jg) William J. Slone, USNR, Alexandria, Ind.: Serving as air liaison officer during landing operations at Rendova and Munda, he courageously repelled two attacks by Zeros, although unescorted by fighter plane protection, and succeeded in blasting one Zero from the sky. He successfully completed three night flights, contributing to the destruction of four hostile destroyers and four other vessels and the damaging of a light cruiser and two destroyers.

★ Lt. (jg) John C. C. Symmes, USNR, Lake Wales, Fla.: During an engagement with a large formation of enemy bombers and fighters over Rendova Island, 30 July 1943, he shot down two Zeros. On other occasions he shot down three more Zeros, thus averting attacks on our shipping and ground installations.

★ Lt. (jg) Melvin L. Tegge, USNR, Schwertner, Tex.: Subjected to illumination and close-range antiaircraft fire, he completed two hazardous flights which aided in the destruction of two hostile vessels in Kahili and Faisi harbors. Despite interception

by hostile planes, he attacked and contributed to the sinking of five Japanese destroyers, three cargo vessels and the damaging of one light cruiser and two destroyers.

★ **Ens. Norman W. Hutchings Jr., USNR, Mobile, Ala.:** Encountering a large flight of hostile planes while patrolling over New Georgia, 25 July 1943, he expertly shot down three planes before being forced to effect an emergency landing.

★ **Carl Eugene Adams, AOM1c, USN, Roberts, Ky.;** **Edward N. Desjardines, AMM2c, USN, Fall River, Mass.;** **Irving B. Feinberg, PhoM2c, USN, Kearney, N. J.;** **Edward Johnson, ARM2c, USNR, Brockton, Mass.;** **George L. Marks, AMM2c, USN, Kingston, N. Y.;** **Americo Orsi, AMM2c, USN, Trenton, N. J.;** and **Paul E. Yates, ARM2c, USN, West Millgrove, Ohio:** As crew members of a Navy patrol plane protecting a convoy in Northwest African waters, 12 July 1943, when two enemy bombers threatened our vessels, each handled his assigned duty rapidly and accurately and assisted in breaking up every attempt of the enemy to reach his objective.

Gold Star in Lieu of Second



NAVY AND MARINE CORPS MEDAL

★ **Carpenter Jack F. Martin, USNR, Los Angeles, Calif.:** As a volunteer diver during salvage work at Pearl Harbor, he made dives totalling more than 100 hours under water despite extremely hazardous conditions inside wrecked hulls. He contributed largely to the success of the salvage work.

★ **Carpenter William S. Thomas, USN, Fort Kent, Me.:** During salvage operations at Pearl Harbor he made numerous dives totalling more than 100 hours under water despite extremely hazardous conditions inside submerged hulls. He contributed in



Official U. S. Navy photograph  
**FLYER RECEIVES TWO CITATIONS:**  
*Comdr. Charles L. Crommelin, USN, recently received the Distinguished Flying Cross and a Gold Star in lieu of a second medal, from his father-in-law, Rear Admiral Elliott Buckmaster, USN, commandant of the Naval Air Center, San Diego. He won the first decoration for leading fighters in support of bombers raiding Marcus Island, and the second for directing an air group protecting forces occupying the Gilbert Islands.*

large measure to the success of the operations.



NAVY AND MARINE CORPS MEDAL

★ **Capt. Thomas L. Wattles, USN, Alexandria, Va.:** As commander of a destroyer squadron in the attack on Sicily, he directed the hazardous screening operations of his force despite persistent and determined air bombardment and submarine attacks. His command contributed greatly to the protection of the transport area.

★ **Comdr. Joseph W. Leverton, USN, Washington, D. C.:** When the stern of the USS *Wasmuth* was broken off by a storm, 27 December 1942, he made a prompt and accurate appraisal of damage and launched immediate and effective control measures which enabled his ship to remain afloat until the crew had been transferred to a rescue ship more than four hours later.

★ **Lt. Comdr. Howard E. Haynes, USN, San Diego, Calif.:** As officer-in-charge of diving operations incident to salvage at Pearl Harbor, he skillfully directed extensive and hazardous programs often involving dangerous personal experimental investigations. His tireless efforts in procuring and developing diving equipment contributed in large measure to the success of the operations.

★ **Lieut. John D. Cartano, USNR, Seattle, Wash.:** Effecting the rescue of survivors of a torpedoed transport off Guadalcanal 13 August 1943, he unhesitatingly placed his small craft in close proximity to the flaming area of the stricken vessel and efficiently organized search, rescue and first aid, saving the lives of approximately 35 men, many of whom were wounded.

★ **Lieut. James S. Clarkson, USN, Long Beach, Calif. (posthumously):** As a volunteer diver engaged in Pearl Harbor salvage operations, he unhesitatingly made many hazardous dives in essential underwater work and by his tireless efforts contributed greatly to the success of the salvage operations.

★ **Lieut. John G. Gaston II, USNR, South Orange, N. J.:** Observing a woman caught in the strong current off Bay Head, N. J., 28 August 1943, he plunged into the surf with a rubber mattress and swam to her rescue. Although she was four times dislodged by the heavy surf, he eventually brought her to safety.

★ **Lieut. Thomas R. Turino (MC), USNR, Brooklyn, N. Y. (missing in action):** As senior medical officer in the *LST-342* during a Japanese bombing raid at Rendova 2 July 1943, he worked almost continuously for three days administering to more than 200 wounded placed aboard his ship as an emergency measure. He performed many difficult operations with expert professional skill.

★ **Lt. (jg) George W. Dunn, USN, Louisville, Ga. (posthumously):** During a fire in the BOQ at his base, NOB, Argentia, Newfoundland, he

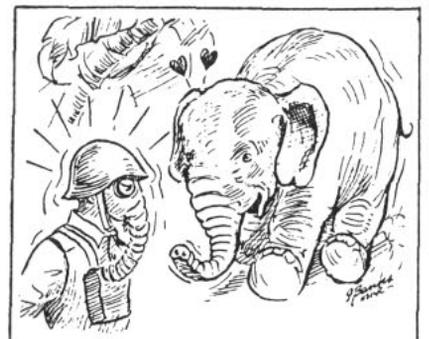
seized an extinguisher and entered several rooms to fight flames and make certain that occupants were evacuated. Although twice warned, he persisted until a ceiling collapsed and trapped him within the inferno (12 January 1943).

★ **Lt. (jg) Roman G. Manthei, USN, Plymouth, Wis.:** In charge of ordnance salvage on damaged ships at Pearl Harbor, he skillfully directed the dangerous work and was responsible for the recovery of valuable quantities of material despite the presence of toxic gases, water, fuel oil and debris in the compartments.

★ **Ens. Robert M. Hendon, USN, Indianola, Miss.:** As leading diver and later officer supervisor of salvage activities at Pearl Harbor, he skillfully supervised assignments of enlisted men and personally participated in dives totalling more than 200 hours under water despite hazardous conditions within submerged hulls.

★ **Chief Gunner, Glen Frazier, USN, Marines, N. C.;** **Alfred Eugene Daniel CGM, USN, Murphysboro, Ill.;** **Peter C. Devries, CMM, USN, Lodi, N. J.;** **Christian R. Peters, CM, USNR, Los Angeles, Calif.;** **Morris C. Bestul CSF, USN, Rosholt, Wis.;** **Alfred J. Katzenstein, CEM, USN, Los Angeles, Calif.;** **Harold F. Hendricks, CSF, USN, Liberty, S. C.;** **Delbert L. West, BM1c, USN, Tryon, Neb.;** **Nelson H. Dover, GM1c, USN, Colfax, Ill.;** **Louis J. Pacitti, GM1c, USN, Taylor Springs, Ill.;** **John J. Roche Jr., GM1c, USN, Bellerose, N. Y.;** **Glenn L. Palmquist, CM1c, USN, Lindsborg, Kans.;** **Walter Zakulec, SF1c, USN, Burgettstown, Pa.;** **Thomas Henry Cary, SF1c, USN, Bellingham, Wash.;** **Pryor S. Bennett, CM1c, USN, Negaunee, Mich.;** **Carl W. Dubois, SF1c, USN, Middletown, N. Y.;** **Kenneth F. Tinsley, MS1c, USNR, Los Angeles, Calif.;** **Harry A. Sayles, SF1c, USN, Fruita, Col.;** **James R. Mahan, MM1c, USNR, Flushing, N. Y.;** **Hugh D. Lewis, CM1c, USN, Ochlocknee, Ga.;** **James W. Green, GM2c, USN, Birmingham, Mich.;** and **Frank R. Bush, SF2c, USNR, Seattle, Wash.:** They contributed materially to the success of Pearl Harbor salvage operations by volunteering to make numerous dives totalling more than 100 hours underwater each, despite the extremely hazardous conditions within submerged hulls.

★ **Carpenter, Earl S. Blackburn, USN, Washington, N. C.:** As a volunteer engaged in diving operations during Pearl Harbor salvage, he made numerous dives totalling more than 100



St. Louis Blues (NAS, St. Louis, Mo.)

hours underwater despite extremely hazardous conditions within submerged hulls.

★ Boatswain, Ralph E. Fowler, USN, Los Angeles, Calif.: A volunteer diver engaged in Pearl Harbor salvage work, he unhesitatingly made numerous dives totalling more than 100 hours under water despite extremely hazardous conditions within submerged hulls.

★ Carpenter, William J. King, (CEC), USNR, Everett, Mass.: With expert technical skill and splendid initiative, he organized and directed the difficult ship repair work at an advanced base despite the serious disadvantage of lack of adequate equipment and material.

★ Gunner, William G. Knoepfel, USN, Everett, Wash.: Despite toxic concentrations of poisonous gases, fuel oil and debris in compartments of vessels salvaged at Pearl Harbor, he participated in extensive and dangerous underwater work and was responsible for recovery of valuable materials.

★ Donald E. Brotherton, CBM, USN, Beaver Falls, Pa., and Roy R. Roop, BM1c, USN, Ellicott City, Md.: When fire broke out in the hold of a transport during the invasion of Sicily, they fought through heavy smoke into the hold and assisted in hoisting to the upper deck a box of smoking chemical grenades, thereby preventing an explosion and probable loss of life.

★ Richard J. Cariens, MM1c, USCGR, Evansville, Ill.: Following an explosion in a rescue boat 22 September 1943, he boarded the craft and located and repaired the ruptured gasoline feed line despite the possibility of another explosion of the high-octane fuel.

★ John M. Cook, AMM1c, USN, Leo, S. C.: As turret gunner of a torpedo plane which crashed into stormy seas after take-off from a carrier, he pulled his unconscious pilot out of the sinking craft and dragged him to a hastily inflated life raft.

★ Hadie M. Griffis, BM1c, USN, Tifton, Ga.: When the USS *Hornet* was subjected to violent Japanese air attack, he dived back into the water after being rescued by a destroyer and assisted five of his comrades to safety. Before becoming exhausted, he also secured lines to two life rafts.



Dope Sheet (NAS, Norfolk)

"... And where, may I ask, did you find an authorization for such a repair?"

★ Lawrence S. Jurkovich, BM1c, USNR, Cincinnati, Ohio, and Leonard L. Lovelace, BM1c, USNR, Florence, Ala.: As members of a mobile firefighting unit when an Army train loaded with ammunition and gasoline was derailed at Licata, Sicily, 24 July 1943, they worked tirelessly to control the fire with utter disregard to their own safety and the danger of imminent explosions.

★ Stephen Evanisko, MM2c, USNR, Johnstown, Pa. (missing in action):



Stephen Evanisko

Severely injured when thrown from a salvage vessel by the explosion of an enemy shell during the invasion of Sicily, he unhesitatingly removed his own life preserver and placed it near a shipmate who was in danger of drowning, despite the grave risk to himself.

★ Anthony Sanders, BM2c, USN, Baltimore, Md., and Lawrence T. Orsillo, F1c, USNR, Stoneham, Mass.: Members of a fire and rescue party attached to a transport anchored in Algiers harbor 16 July 1943 when a nearby cargo ship was wracked by fire and explosion, they voluntarily made their way between piles of blazing gasoline containers to cut the mooring lines so the burning ship could be towed clear of the harbor.

★ Eugene M. Bast, PhM3c, USNR, Cedar Falls, Iowa: During a transport landing at New Georgia Island, he unhesitatingly braved enemy fire to swim to the aid of a man swept away from a rubber boat. Despite rain and darkness, he brought the man back to the ship.

★ Ordell I. Bradshaw, MoMM3c, USCGR, Fort Worth, Tex.: Fighting swift and treacherous river currents, he plunged in and unhesitatingly went to the rescue of a drowning seaman who had gone down once. He reached the exhausted man and brought him to safety.

★ Thomas F. Burke, RM3c, USNR, Boston, Mass., and William L. Hull, SM3c, USN, San Francisco, Calif.: When their small cargo vessel came alongside the torpedoed and burning USS *John Penn* off Guadalcanal, they dived overboard, despite extreme danger of burning oil and wreckage, and fought their way to wounded men in the water, bringing four to safety and assisting in the rescue of many others.

★ Harry Fox, PhM3c, USN, Toledo, Ohio: Attempting to rescue an officer when a transport life boat foundered in the South Pacific, 20 July 1943, he made repeated dives, although hampered by an ill-fitting lifejacket, until he detached the heavy gear with which the drowning victim was encumbered. He was attempting to put a life belt on the officer when they were separated by the heavy sea.

★ William J. Johns, Sp(T)3c, USNR, Denver, Colo. (posthumously): When two U. S. subchasers were bombed and set afire during the assault on Sicily,

he worked with outstanding courage to control the blaze until enemy bombs struck again and destroyed the craft.

★ Willard D. Persson, F1c, USNR, Newport, Oreg.: During rescue work off Guadalcanal, 13 August 1943, he swam to the aid of a wounded comrade despite burning oil, exploding ammunition and falling debris and towed him to safety. He assisted in picking up four other men who were helpless in the water.

★ Anthony J. Rizzi, RM3c, USNR, North Tarrytown, N. Y. (posthumously): Fatally wounded, burned and blinded by an explosion in his vessel during the invasion of Sicily, he dragged a severely wounded shipmate through a flaming radio room to an entrance where the man could be removed to safety.

★ Wilfred J. Hull, S2c, USNR, Windsor, Vt. (posthumously): When a plane from his carrier crashed on deck, he unhesitatingly rushed to the aid of the pilot. Before he could reach the trapped flier, the plane burst into flames, spraying him with burning gasoline. He was fatally injured.

★ Boleslaus A. Mankus, S2c, USNR, Brooklyn, N. Y. (posthumously): When a plane crashed on the deck of his aircraft carrier, he unhesitatingly rushed to the aid of a crew member whose clothing caught fire in the rescue attempt. Frustrated in his valiant attempt, his own clothing caught fire and he succumbed to burns.

Gold Star in Lieu of Second



★ Lt. (jg) Edgar I. Keers Jr., USNR, New Rochelle, N. Y.: Flying on three extremely difficult operations in the Kahili area, he led his planes with such skill that the missions were carried



Official U. S. Navy photograph

**REMOVED JAP MINES:** For his outstanding work as mine disposal officer in the Aleutians area, Lieut. William C. Holmes Jr., USNR, of Duluth, Minn., has received the Navy and Marine Corps Medal. His extraordinary skill and perseverance saved many lives which otherwise might have been lost and contributed materially to the success of our operations.

out without a single loss. He also destroyed a Zero and assisted in shooting down one bomber of a numerically superior hostile force.

★ **Ens. Charles S. Williams, USNR, Auburn, N. Y.:** On 22 July 1943, while acting as escort for our bombers in the Solomons area, he skillfully engaged a formation of attacking Zeros, shot down one in flames and assisted in driving off the others, enabling the bombers to complete their mission and return safely.



AIR MEDAL

★ **Comdr. Whitmore S. Butts, USN, Harpers Ferry, W. Va.:** Employing to the fullest extent his comprehensive knowledge, he invariably chose the most dangerous targets for himself and labored tirelessly in training his men for many successful attacks against strongly defended enemy positions in the Solomons area, March-June 1943.

★ **Comdr. John L. Chittenden, USN, Massena, N. Y.:** As commander of a patrol squadron in the Aleutians from July 1942 to June 1943, he courageously launched a lone dive-bombing attack against enemy installations in Kiska harbor and completed the mission despite the fact that his craft was heavily iced. In the face of the severest Alaskan weather, his expert skill contributed greatly to the success of our operations.

★ **Comdr. Charles H. Ostrom, USN, Miami Fla. (posthumously):** When he lead a flight of 15 fighters against numerically superior Japanese forces in the Solomons 30 June 1943, his division destroyed three enemy bombers, while his entire squadron accounted for 19 Zeros and 11 twin-engined bombers and completely disrupted the entire Japanese formation. During the period of his leadership his squadron accounted for a total of 60 enemy planes.

★ **Lt. Comdr. Cecil K. Harper, USN, Coronado, Calif.:** As commander of a patrol squadron in the South Pacific Area, 16-17 July 1943, he led a group of six aircraft in a vital attack on the Japanese base at Nauru Island and contributed largely to the success of his flight in inflicting severe damage on the enemy, despite terrific opposition.

★ **Lt. Comdr. Francis R. Jones, USN, Philadelphia, Pa.:** Although handicapped by adverse weather conditions, he took part in both day and night bombing covering the operations of our forces in Kiska harbor from 24 July 1942 to 11 July 1943. He led his flight repeatedly into hostile territory and successfully completed many hazardous missions.

★ **Lt. Comdr. Theophilus H. Moore, USN, Durham, N. C.:** During three periods of intense activity from March to July 1943, he led numerous torpedo and dive-bombing flights in the Solomons area. His expert ability to rendezvous his squadron enabled his pilots to fight clear of battle areas without the loss of a plane.

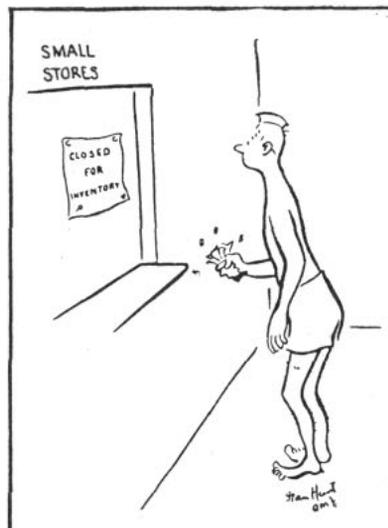
★ **Lieut. Hartsel D. Allen, USN, Clarksburg, W. Va.:** He took part in numerous hazardous missions in the Solomons area from 16 January to 17 May 1943 and during these attacks dropped tons of demolition, fragmentation and incendiary bombs on strongly fortified Munda Point and Vila Plantation.

★ **Lieut. Leon T. Apgar, USNR, Monroe, La.; Lieut. Fred H. Gage Jr., USNR, Pensacola, Fla.; Lieut. Floyd W. Goodrich, USNR, Rome, N. Y.; Lieut. Chester G. Livingston, USNR, Honolulu, T. H.; Lieut. Varnum W. Marsh, USNR, Minot, N. Dak., and Lieut. Merle T. Schall, USNR, Elderton, Pa. (missing in action):** As patrol plane commanders attached to a squadron in the Solomons area from 26 March to 22 July 1943, they flew deep into enemy territory, frequently under hazardous weather conditions, and successfully carried out many combat missions despite terrific anti-aircraft and fighter opposition.

★ **Lieut. Norman E. Berg, USNR, Bremerton, Wash.:** In addition to numerous dive-bombing missions, he participated in two successful night operations in Moila Point-Tonolei harbor, Bougainville, despite intense anti-aircraft and fighter opposition. He also participated in numerous missions in the Solomons area from 10 March to 23 July 1943.

★ **Lieut. Clyde W. Curley, USNR, San Mateo, Calif.:** On the night of 10 January 1943 he contacted an enemy task force of six destroyers and one light cruiser off Cape Esperance and tracked it relentlessly, relaying information which enabled our surface forces to prevent the enemy from shelling our positions or landing forces. He also completed many hazardous night missions in the Solomons area.

★ **Lieut. John S. Dalton, USN, Philadelphia, Pa. (missing in action):** Fighting a force of numerically superior Japanese planes over Kahili, he courageously attacked with outstanding skill and fierce determination until his plane was forced down at sea five miles from a hostile base. During a period of intense activity, he led his squadron on numerous hazardous missions.



Recruit (NTS, Newport, R. I.)



Official U. S. Navy photograph  
**HERO OF PLANE CRASH:** Robert E. Dearen, ACMM, USN, of Quinton, N. J., is congratulated by Rear Admiral Ingram C. Sowell, USN, following presentation of the Navy and Marine Corps Medal. When his plane crashed near Devil's Island, Nova Scotia, on 8 December 1941, Dearen, although suffering from shock and injuries, let himself down into the cold water to reach the rubber emergency boat and pulled loose the life raft retaining strap with his teeth, dragged the raft out of the plane and put it into commission.

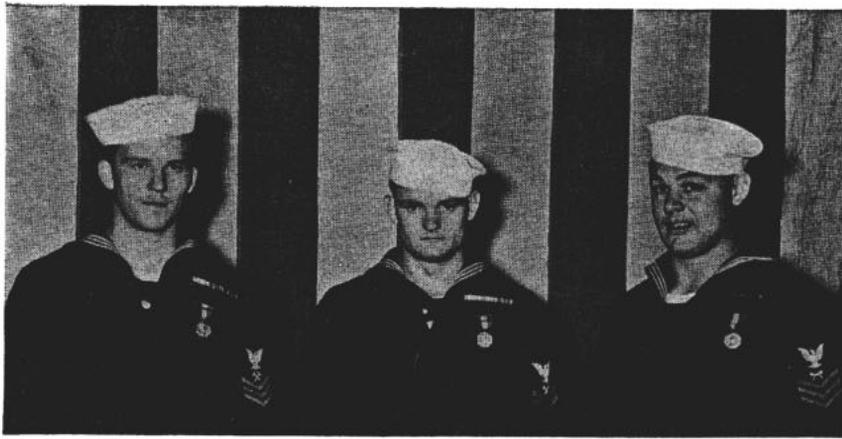
★ **Lieut. Joseph P. Keigher Jr., USNR, Staten Island, N. Y.:** Leading numerous dive and torpedo bombing flights against Japanese positions and shipping in the Solomons area from March to July 1943, he accomplished his missions despite determined anti-aircraft and fighter opposition.

★ **Lieut. James H. Kilker, USNR, Brighton, Colo.:** By skillful planning and courageous determination, he enabled his crew to drop several tons of high explosive on vital enemy installations at Munda Point and Vila Plantation. On 15 January 1943 he flew deep into hostile territory at Buka Passage in order to bomb and release propaganda pamphlets on a village under Japanese control, contributing in large measure to reestablishing the natives' loyalty to the Allied cause.

★ **Lieut. George J. Lenhart, USNR, Long Beach, Calif.:** Spotting a Marine officer afloat in the vicinity of Catalina Island, after he had bailed out of his plane, he effected a precarious landing despite high wind and heavy seas, maneuvered alongside the dazed and helpless man, and hauled him aboard through a hatch. Unable to take off, he finally turned inshore and transferred the rescued officer to a Coast Guard boat.

★ **Lieut. Hadley M. Lewis, USNR, Pasadena, Calif.:** He successfully carried out many search, convoy and harassing flights in the Solomons, often in the face of hazardous weather conditions, from 24 December 1942 to 12 May 1943. On three occasions he piloted the spotting plane for night surface shelling of Munda Point and Vila Plantation. On another occasion, he relentlessly attacked Japanese ships.

★ **Lieut. John C. Livezey, USN, Leonia, N. J. (posthumously):** In addition to making several attacks against Japanese runways, installations, bivouac areas and supply dumps, he took part in a daylight strike against shipping in the Solomons area in which two



Official U. S. Navy photograph

**HONORED BY BRITISH GOVERNMENT:** *These three enlisted men, and a fourth who was not present when the picture was taken, have been awarded certificates of Mention in Despatches by the British government. They also have received the Navy and Marine Corps Medal. Despite great danger from fire and exploding ammunition, they worked fearlessly to release men trapped in a British warship after she had caught fire as the result of a heavy air attack on Algiers in August, 1943. They are, from the left, Duane W. Mortenson, SF1c, USN, Moline, Ill.; Walter E. Kull, SF2c, USN, Savannah, Ga., and Edwin B. Harris, PM1c, USNR, Syracuse, N. Y. The fourth man is William M. Bone, M1c, USN, San Pedro, Calif.*

vessels were sunk and a third damaged. He made many combat flights from April to June, 1943.

★ Lieut. Jack A. Mahony Jr., USN, Charleston, S. C. (posthumously): Completely disregarding his own safety, he struck courageously at a formation of 45 enemy bombers and fighters over New Gorgia Island, 1 July 1943. Making a powerful run he severely damaged one of the enemy craft before the furious speed of his dive tore the wings from his own plane and he dived into the sea.

★ Lieut. Henry G. McDonough, USN, Claysville, Pa.: On 17 July 1943, after locating the crew of an Army bomber which had crashed off Guadalcanal, he made an open-sea landing, took aboard eight survivors, including two wounded, and successfully flew back to his base.

★ Lieut. Charles H. Mester Jr., USNR, Langeloth, Pa.: While bombing and strafing ground installations at Rekata Bay on 17 October 1942, he was attacked by five enemy float planes. He destroyed one before being forced to make an emergency landing. Despite painful bullet wounds, he assisted his gunner ashore, administered first aid, and proceeded through the jungle in search of help.

★ Lieut. Robert E. Nadeau, USNR, St. Paul, Minn.: Contacting a large enemy convoy and its 15-plane escort off New Georgia, 26 July 1943, he sent two hostile fighters down in flames. Avoiding damage to his own plane, he returned safely to base.

★ Lieut. Charles F. Nielsen, USNR, Forrest Hills, N. Y. (missing in action): By his familiarity with the area and skillful briefing of pilots, he contributed materially to the successful completion of vital combat missions in the South Pacific area from March to September 1943. He repeatedly disregarded his own safety to obtain first-hand knowledge of conditions faced by pilots.

★ Lieut. Erling G. Olson, USNR, Wildrose, N. Dak.: Undeterred by anti-aircraft and adverse weather, he took part in many night missions deep into enemy territory in the Solomons area from December 1943 to April 1943, including strikes against hostile surface vessels and shore installations at Munda Point and Vila Plantation. On 4 February 1943 he tracked and assisted materially in dispersing a Japanese task force.

★ Lieut. William L. Pack, USN, Indianapolis, Ind.: When his plane went out of control in the Solomons area on the night of 25 December 1942, and he was forced into the sea during a torpedo attack on enemy shipping, he skillfully flew his damaged craft off the water despite a terrific anti-aircraft barrage and returned safely to his base. Later he made many trips into hostile territory, including search patrols, convoy flights and bombing attacks.

★ Lieut. Norman E. Pederson, USNR, Brooklyn, N. Y.; Lieut. Ronald F. Stultz, USN, West Union, Ohio, and Lt. (jg) Norman F. Bockelman, USNR, Sedalia, Mo.: In combat against enemy Japanese forces in the Solomons area from December 1942 to May 1943, they participated in numerous hazardous missions and attacks against surface craft and shore installations. Lieutenant Stultz made a daring open sea landing to rescue a fighter pilot. Lieutenant Pederson contributed greatly to the defense of our positions. Lieutenant Bockelman tracked down an enemy surface force and enabled our aircraft to destroy two hostile vessels.

★ Lieut. William M. Shehan Jr., USNR, Easton, Md.: On the night of 4 February 1943 he contacted and tracked a Japanese task force in the Solomons area and damaged a destroyer despite poor visibility. By his frequent reports he enabled our planes to defend

their positions at Guadalcanal. He also made many hazardous flights deep into enemy territory.

★ Lieut. Donald H. Shiley, USNR, Elmhurst, Ill. (missing in action): Operating in the Solomons area from December 1941 to July 1943, he continuously displayed cool courage and utter disregard for his own safety in pressing home attacks and carrying out assigned missions against the enemy.

★ Lieut. Stanley R. Stanul, USNR, Two Rivers, Wis.: On the night of 17 January 1943, he participated in a bombing attack on the enemy airfield at Kahili and with utter disregard for his own safety remained over the target for two hours to drop his bombs on vital installations. He also completed many other missions over hostile territory.

★ Lieut. Albert W. Stichka, USNR, Ontario, Calif.: On two occasions in the face of intense anti-aircraft fire, he remained dauntlessly over heavily fortified Munda to drop his bombs on vital targets and return safely to his base. On the night of 12 May 1943 he piloted the spotting plane which supplied valuable information to the task force bombarding Munda Point.

★ Lieut. Jesse J. Walker Jr., USNR, Natchitoches, La.; Lieut. Max E. E. Woyke, USN, New York, N. Y.; Lt. (jg) Gene C. Anderson, USNR, Des Moines, Iowa; Lt. (jg) John W. Aulson, USNR, Waukegan, Ill.; Lt. (jg) David A. Beck, USNR, Boxley, Ga. (missing in action); Lt. (jg) James H. Bell, USNR, Elwood, Ind.; Lt. (jg) George K. Bomberger, USNR, Lebanon, Pa.; Lt. (jg) Kilmer S. Bortz, USNR, Washington, D. C.; Lt. (jg) David E. Braden, USNR, Milwaukee, Wis.; Lt. (jg) James S. Brown, USNR, San Bernardino, Calif.; Lt. (jg) John R. Campbell, USNR, Star Junction, Pa.; Lt. (jg) Raymond L. Earl, USNR, Monroe, La.; Lt. (jg) Joseph J. Eisenhuth, USNR, Orwigsburg, Pa.; Lt. (jg) Harry A. Fredrickson, USNR, Spokane, Wash.; Lt. (jg) Ralph Hein Jr., USNR, Jamaica, N. Y.; Lt. (jg) J. C. Hogue, USNR, Overton, Tex.; Lt. (jg) Charles T. Larsen, USNR, Twin Falls, Idaho; Lt. (jg) Warren P. Lutey, USNR, Marquette, Mich.; Lt. (jg) Everett E. Newman, USNR, San Antonio, Tex.; Lt. (jg) John C. McCollum, USNR, Boulder, Colo.; Lt. (jg) Richard F. Cyr, USNR, Fresno Calif.; Lt. (jg) William L. J. Strahan, USNR, Wadsworth, Ill.; Lt. (jg) Thomas Jack Warren, USNR, San Francisco, Calif., and Lt. (jg) William A. Wright, USNR, Port Sanilac, Mich.: As dive bomber pilots attached to Bombing Squadron 21 operating in the Solomons area from 26 April to 26 July 1943 they took part in many hazardous raids against enemy shore installations, troops concentrations, supply dumps and shipping. They skillfully paved the way for the further advance of our troops and fought with cool courage and grim determination.

★ Lieut. Ray C. Tylutki, USN, Cicero, Ill.: Taking part in a hazardous rescue mission off Munda Point, he piloted his plane to within a short distance of the enemy base, skillfully maneuvered through dangerous coral

reefs, made a successful landing and picked up survivors. He participated in numerous missions from 15 December 1942 to 29 April 1943.

★ Lieut. Leopold Weidlin, USNR, St. Albans, N. Y.: Engaging in numerous glide-bombing attacks against Japanese forces in the Solomons from March to July 1943, he also provided accurate and timely information on artillery and enemy troop movements and displayed high navigational skill in dangerous minelaying operations.

★ Lieut. Charles W. Winterbottom Jr., USNR, Springfield, Ill.: In action against Japanese forces in the Solomons from March to July 1943, he engaged in numerous attacks and displayed exceptional navigational and flying ability in the hazardous assignment of laying mines in the Buin-Faisi area.

★ Lieut. Roger M. Wolfe, USN, Pomona, Calif.: On night search missions in the Solomons for the first five months of 1943, he led his squadron in bombing and harassing strongly fortified enemy bases at Munda Point and Vila Plantation. Forced down at sea 27 January 1943, his plane sank almost immediately, but he succeeded in getting all his crew to safety on a nearby island.

★ Lieut. David G. Woosley, USNR, Escondido, Calif.: Often in the face of intense antiaircraft fire, he made many night flights deep into hostile territory including attacks against the heavily fortified Japanese air base at Munda Point and an attack on an enemy task force in the Solomons area.

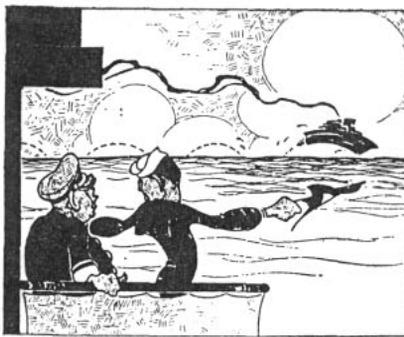
★ Lt. (jg) Paul E. Babel, USNR, Pawtucket, R. I. (posthumously): Taking part in numerous combat flights from Henderson Field from April to June 1943, he flew on two successful expeditions in the Kahili-Shortland harbors and contributed to the sinking of one enemy destroyer and one cargo ship and the damaging of another destroyer.

★ Lt. (jg) Robert F. Bergeron, USNR, Brockton, Mass.: In addition to numerous dive-bombing missions against Japanese positions, he participated in a strike against a beached Japanese destroyer at Kolombangara and scored a direct hit on the vessel despite intense antiaircraft fire.

★ Lt. (jg) Baker A. Bradenbaugh, USNR, Pittsburgh, Pa.: During 17 dive-bombing missions against Japanese positions and shipping in the Solomons from March to July 1943, he effectively damaged a hostile cargo ship and scored a direct hit on a beached Japanese destroyer at Kolombangara.

★ Lt. (jg) Donald R. Burke, USNR, Los Angeles, Calif. (posthumously): With grim determination and utter disregard for his own safety, he made numerous combat flights from Henderson Field from April to June 1943 and made successful raids on enemy runways, antiaircraft positions, bivouac areas and supply dumps. He also flew on two successful minelaying expeditions.

★ Lt. (jg) Moreno J. Caparrelli, USN, Plainville, Conn.: Despite hazardous weather, he successfully completed numerous night missions including two assaults against Munda Point, when



Spindrift (Pre-Flight School, Iowa City, Ia.)

*"He says the quartermaster has the biccups!"*

he daringly flew in the face of heavy antiaircraft fire to drop bombs on vital positions.

★ Lt. (jg) Stuart M. Cavan, USNR, Delhi, N. Y.: In numerous attacks on shore installations and enemy harbors in the Solomons area, he displayed exceptional navigation and flying ability. He also accomplished two difficult operations in the Buin-Faisi area despite blinding illumination and persistent antiaircraft and fighter opposition.

★ Lt. (jg) William W. Gardner, USN, San Diego, Calif.: Taking off 16 December 1942 to locate the crew of a Flying Fortress shot down in the Solomons area, he made a daylight flight through a combat area, rescued 10 survivors, and took off again from the rough sea to bring all back to safety.

★ Lt. (jg) Howard R. Henrikson, USNR, Cranston, R. I.; Lt. (jg) William H. Paine Jr., USNR, San Francisco, Calif., and Ens. John Dittgen Morrison Jr., USNR, Ridgefield Park, N. J.: On 17 July 1943 they carried out a daring daylight strike against Japanese shipping in Kahili harbor and contributed materially to the complete destruction of seven enemy ships and 49 aircraft. They also flew numerous combat missions against enemy ships and installations during a period of intense activity.

★ Lt. (jg) Herbert C. Hogan, USNR, Oak Park, Ill.: In addition to numerous dive-bombing missions against enemy shore installations, he participated in a strike against Japanese shipping in Kahili harbor and scored a direct hit on a cargo vessel which exploded and sank. He completed many missions in the Solomons area from 10 March to 22 July 1943.

★ Lt. (jg) Edward F. Hughes, USNR, Medford, Mass. (missing in action): Fighting with outstanding courage, he consistently launched accurate dive-bombing attacks against strongly fortified positions in the Solomons area from April to July 1943 and contributed to the sinking of four Japanese destroyers.

★ Lt. (jg) Randall K. Kennon, USN, Red Oak, Iowa: On the night of 14 January 1943 he contacted a Japanese task force of seven destroyers and two cruisers heading in the direction of Cape Esperance and relentlessly tracked the hostile ships until our forces arrived and engaged the enemy.

He made many hazardous night runs, harassing, bombing, convoy and search missions.

★ Lt. (jg) Jack R. Kreigh, USNR, Columbia, Mo.: In action against the Japanese in the Solomons area from March to July 1943, he often operated at the maximum range of his plane and took part in numerous bombing and strafing raids against enemy shore installations and shipping.

★ Lt. (jg) Walter P. Leadbetter, USNR, Wollaston, Mass. (missing in action): Taking part in numerous flights from Henderson Field, he carried out his assignments with cool courage. During a night operation in Kahili harbor he overcame extremely difficult navigational hazards to complete his mission.

★ Lt. (jg) Richard F. Matthews, USNR, Kansas City, Mo.: Often operating at the maximum range of his plane during action against the Japanese in the Solomons from March to July 1943, he pressed home numerous attacks and accomplished vital missions despite damaging hits on his own craft.

★ Lt. (jg) Omar C. Menohar, USNR, Ligonier, Pa.: Attacked by a large formation of Zeros in the Solomons 13 July 1943, he sent one plane crashing in flames. Later, he helped in routing float planes which attempted to attack a flight of our bombers. He destroyed one enemy plane in this action.

★ Lt. (jg) Edward M. Peck, USNR, Shreveport, La.: During two periods of intense activity, February-March and early June, 1943, he flew two vital missions against Japanese forces of 16 and 20 destroyers in the Solomons area. He participated in several other strikes against Japanese shipping and also served as flare plane for other bombers.

★ Lt. (jg) Lester A. Powers Jr., USN, Cottage Grove, Oreg.: He rendered valuable assistance as radioman-gunner of a dive-bomber in the Solomon Islands from September to November 1942, when several Japanese warships were severely damaged and four or five transports sunk. On 19 October he aided in the destruction of a float-type plane.

★ Lt. (jg) Robert J. Reising, USNR, Evansville, Ind.: Engaging in numerous missions in the Solomons area from March to July 1943, he operated many times at the maximum range of his plane and pressed home his attacks with fierce determination in the face of intense opposition.

★ Lt. (jg) Irvin E. Rink, USNR, Wichita, Kans. (missing in action): Fighting off a superior force of Japanese fighters in the Solomons area, 4 August 1943, he enabled a rescue ship he was escorting to escape undamaged. He participated in many other combat missions.

★ Lt. (jg) Charles W. Schnabel, USNR, Cuyahoga Falls, Ohio: On 17 July 1943, when his flight of bombers carried out a daylight strike on Kahili harbor shipping, he contributed greatly to the complete destruction of seven Japanese ships and 49 aircraft. He also flew numerous combat missions during a period of intense activity in the area.

# Prisoners of War

(Continued from Page 27)

that you are well or otherwise, and where you are being held.

You have the right to receive letters as well as to send them, and to receive parcels of food, tobacco, comforts, clothing and books. You have the right to legal help in signing legal papers, if needed, or at a proper trial for any serious infringement of camp discipline. By custom, you share equally with other prisoners of your nationality in any collective shipments of relief supplies sent to the camp.

Your camp must be in a healthy place, provided with water, heat, sanitary facilities, space for exercise, and canteens where incidentals may be purchased. Monthly medical inspection—oftener if necessary—must be provided, as well as a camp infirmary. A seriously ill prisoner must be admitted, at the expense of the detaining power, to a military or civil hospital for treatment.

The quality and quantity of your food should be the same as that given to depot or base troops of the detaining power. Clothing, underwear and footwear are to be supplied, and any personal effects taken from you at time of capture must be saved and returned to you. (Suggestion: get a receipt.)

In cases where the detaining power fails to provide clothing for prisoners, the Army and Navy make such clothing available to the Red Cross for distribution. Insignia of rank can also be provided, and you may wear it in prison camp. Many thousands of such sets have already been sent abroad to American prisoners of war.

As prisoners, enlisted men have the right to set up their own organizations for dealing with the camp commandants and others concerned with care of prisoners. They elect a camp leader—the *Homme de Confiance*, meaning not so much "confidence man" as most Yanks would understand the term, but "trusted man." Any prisoner has the right to bring grievances to the trusted man's attention, and he in turn has the right to discuss these in private with representatives of the protecting power when they visit the camp, with no enemy official present.

If you're an officer, you're not required to work, although you may do so, on your own request, if suitable employment can be found. Noncommissioned officers are required to do only supervisory work, but may request to work for pay if they wish. Although non-coms need not work, many do, for one or both of two reasons: the income, however slight, and to have something active to do. Privates and non-rated men must work if required, but are entitled to wages.

You may not be employed in dangerous or unhealthy work, nor in any work directly connected with military operations, such as manufacturing or transporting arms or munitions or combat material.

Provided they are in good health, prisoners of war, by making application in writing and payment of premiums, may secure National Service Life Insurance within a maximum of \$10,000 and a minimum of \$1,000, in multiples of \$500. Red Cross representatives can furnish information and advise how applications and medical examinations may be made and submitted.

**How long do you stay a prisoner of war? What are your chances of getting home, apart from escape, that is?**

If hale and hearty, you are probably in for the duration. There are no provisions for repatriation of prisoners during this war unless they are totally incapacitated.

The procedure is outlined in Article 68 of the Geneva Prisoners of War Convention, which provides that:

"Belligerents are bound to send back to their own country, regardless of rank or number, seriously sick and seriously wounded prisoners of war, after having brought them to a condition where they can be transported. Agreements between belligerents shall accordingly settle as soon as possible the cases of invalidity or of sickness entailing direct repatriation."

The selection of those to be repatriated is determined by a Mixed Medical Commission, composed of two neutral doctors and one from the detaining power.

Doctors, chaplains and enlisted medical personnel *who are not needed for the care of their fellow prisoners* are also entitled to repatriation under the agreements and in accordance with the provisions of the Red Cross Convention. The ships carrying repatriated prisoners sail under safe-conduct guarantees and carry neutral International Red Cross Delegates as observers.

How do we find out about prisoners of war? Know when they're captured, where they've been taken?

If you are taken as prisoner, the country capturing you is known as the detaining power, and your existence as a prisoner is reported to the Prisoners of War Information Bureau in that country. Your name is then cabled to the Central Agency for Prisoners of War of the International Red Cross Committee in Geneva, Switzerland.

Here your name will be listed and filed—the International Committee's card index of 12,000,000 cards being one of the largest in the world. Your name is then transmitted to the United

States, to the organization which has cognizance over all information regarding American prisoners of war: the Prisoner of War Information Bureau, Provost Marshal General's Office, War Department, Washington 25, D.C.

First notification to your family of your status would ordinarily come from the Bureau of Naval Personnel. (If Marine Corps, from their Casualty Division; if Coast Guard, from their Personnel Division). After that, *all* information concerning you would come directly from the Prisoner of War Information Bureau, and they would be in charge of all correspondence or inquiry concerning your status. In general, it can be presumed that any information PWIB has, it passes on; if your family heard nothing, it would be because PWIB had no information on you.

In case the Navy knew only that you were "missing" and there had been no notice of your being captured, you would be carried in the "missing" status for at least twelve months, with pay and allowances continuing to be credited to your account.

At the expiration of the twelve months, an exhaustive investigation would be made of all the circumstances

## MEDAL OF HONOR

At the time the INFORMATION BULLETIN of December 1943 published pictures of naval personnel



Peter Tomich 7 December

1941. A snapshot of Tomich has since been found and is reproduced above.

In the same article, through an error resulting from similarity in names, the BULLETIN used an incorrect picture for another Medal

of Honor winner, Ens. Herbert C. Jones, USNR. At right is a picture of the Ensign Jones to whom the nation's highest military decoration was awarded posthumously for helping others to safety, while refusing aid for his own mortal wounds, in the USS *California* during the attack on Pearl Harbor.—ED.



Ens. Jones

surrounding the "missing" status. The Secretary of the Navy would then decide either to continue the "missing" status or make a finding of death, the presumptive date of death then becoming the day after the expiration of the 12 months' absence.

The two principal agencies that deal with prisoners of war are the International Red Cross and the YMCA.

Besides maintaining a central agency for prisoners of war at Geneva, which serves as a clearing house for all information about prisoners and internees, the Red Cross maintains a relief division, which handles and supervises the distribution of all collective relief shipments for prisoners of war.

Under arrangements with the Red Cross, the International YMCA has assumed the responsibility for recreation, educational and spiritual needs of prisoners of war and provides books, games, athletic equipment, musical instruments, etc.

In the Far East, YMCA representatives have also been able to purchase gardening and carpentry tools, and seeds, for distribution in the camps.

There are 67 YMCA War Prisoners' Aid representatives visiting or serving prisoners, plus perhaps 1,000 or so camp leaders among the prisoners themselves. All blinded British prisoners in Germany have been brought to one camp to learn Braille and for professional re-education. In a camp for Polish officers in Germany, over 2,000 men were enrolled in an educational program which embraced practically every subject that would be offered in a large university. One camp asked a "Y" Secretary to get two monkeys and an alligator for the camp zoo. He made good. The War Prisoners' Aid Committee in Tokyo, composed of Swedes and Swiss, has announced the purchase and distribution of books, musical instruments, indoor games and athletic equipment to prisoners in seven camps in Japan, Korea and Formosa.

The Vatican City State, having the status of an independent neutral state, and having representatives throughout the world, has facilities for handling communications across enemy lines. These facilities are available in the United States for a message service by mail between prisoners of war and their relatives here. Standard forms allowing for 25-word messages are used, and cleared with Office of Censorship. They are handled locally in the U. S. through units of the Roman Catholic Church.

In addition to the Vatican communication service, other forms of communication with a prisoner of war are (1) regular mail channels, guaranteed by treaty; (2) Red Cross cable service, for urgent messages; (3) in situations where no news has been

received for some time, International Red Cross Committee airmail inquiry forms are available.

The problem of protecting security if you are ever taken prisoner is on the surface a simple one, if you adhere to the admonition to tell only what is required of you, as has been stated: your name, rank or rating, and service or file number. However, there are

many pitfalls for the unsuspecting who fall too easily into conversation or fall prey to the temptation to "out-smart" the enemy. Since the enemy makes a profession of what you may be indulging in merely as a momentary (and costly) hobby, this is not encouraged. You're playing the other fellows' game, and with his dice at that.

## More Than an Even Break

(Continued from Page 12)

in battles, and to grant leniency to one of them in such a case would be to condone such action and would necessitate leniency for all, and that can't be done, for the good of the Navy, the country and the war effort. Our good fighters must observe Navy discipline, just the same as the men who never see action."

The record then went to the captain's immediate superior in command, the admiral serving as commandant of the naval district. The admiral held the same power of review, the same authority to remit or mitigate, as did the captain. Mac didn't know it, but he was getting another appeal. No such thing as that in civilian life.

On the record in the case, the admiral approved the captain's action and from the admiral the record went to Washington, to the office of the Judge Advocate General of the Navy, for the proceedings to be verified as to their legality.

In cases where specifications are totally defective, in failing to allege an offense, the Judge Advocate General's office may recommend to the Secretary of the Navy that the entire case be thrown out. A new trial may be ordered by the captain on correctly drawn specifications if he so desires, and if the accused has not served any portion of the sentence.

Assuming the proceedings comply fully with naval law, the record is then subject to review by the Bureau of Naval Personnel for recommendation to the Secretary of the Navy regarding the disciplinary features of the case.

Naval law is full of interesting cases, humorous and tragic, odd and unusual, where the saying, "truth is stranger than fiction," can be applied. But before recounting some of these cases, other points should be stressed regarding the general system of Navy court procedure. A majority of defendants are found guilty. The real reason for the high percentage of convictions is the fact that every case is thoroughly investigated and a court-martial is not awarded unless there is strong justification for it.

Once cases go to trial, there is only one aim, to administer justice and maintain discipline for the good of the service—but because most innocent

men have been cleared prior to court-martial, a majority of cases actually tried result in conviction.

Naval courts are orderly, efficient and factual. Of course, oratory might creep in now and then, as for example, that displayed by a recorder in the Summary Court-Martial trial of a sailor charged with drunkenness. Friends of the accused had testified in his favor.

The recorder rose to the heights. "We claim," he said, "that their testimony was clouded by alcohol, mellowed by time and sweetened by friendship. It should, therefore, be regarded as non-factual."

With some cases go a resulting offense—breaking arrest. A sailor in the brig or prisoner-at-large on his ship or station who breaks out and regains freedom is guilty of breaking arrest and this added to his other offense makes the penalty he pays all the greater.

Men who have legitimate and valid excuses for needing emergency leave—trouble at home, illness in the family, and so on, are given every consideration, consistent with the exigencies of the service. They should ask for leave officially. The reasons they give may be investigated—a routine made necessary, whether we like it or not. But the investigation is as much to establish the necessity for your leave as it may be to establish the lack of necessity.

One sailor told a sad story to a court-martial. He claimed his father was ill, that he himself went A.W.O.L. because he couldn't get leave. The Navy made its own inquiry, found the boy's stepfather was ill while his father was alive and well in the same town.

Such cases bring in still other excuses for being A.O.L. or A.W.O.L., including missing the train, oversleeping due to not being called, that the folks at home are "broke" and need personal and financial assistance, etc., etc. . . .

Some men absent over or without leave are within the toils of civil law. In cases where they are tried by civil courts, time lost by such detention and trial is not considered time absent over or without leave if the defendant be acquitted. However, if he be convicted



Hoist (NTS, San Diego)

*"But darling, I thought they were your friends."*

by civilian authorities, time spent in civil jail or prison is reckoned as time over or without leave. Conviction in state, county or city courts is not a bar to trial by naval courts. Trial by Federal Court, however, precludes a naval trial for the same offense.

When a fellow decides to go A.W.O.L., he can pick the strangest places, even Guadalcanal. One marine on Guadalcanal, for instance, was disgusted with his dull life (he was in the rear echelon), so he went A.W.O.L. and hitched a ride on a ship to join the forward echelon on Bougainville Island. This marine had been ill, and he also feared that he would be sent back to the States, surveyed and given a medical discharge before he could get into action. He didn't stand so well in his old home town, it seemed, and he figured he could live down his bad reputation there if he could go home with a fighting record.

On the ship bound for Bougainville, the marine took over a machine gun during a Japanese air raid and shot down a Jap torpedo plane. At Bougainville, he managed to join his outfit, safely evading any questions by officers along the way. Once in the front lines of the Bougainville beachhead, the marine went on patrol missions and on more than one occasion infiltrated the enemy lines. He was finally discovered, returned to the rear echelon and held for Summary Court-Martial. No one has anything but admiration for his bravery and desire for action, but if everyone in a rear echelon took matters in his own hands, there soon would be no rear echelons.

Violation of censorship regulations is another offense that results in Navy courts-martial. This includes unauthorized interviews to newspapers, as witness the man who returned home from the Southwest Pacific. On his first night at home, he visited a tavern and forthwith drank too much. Next morning, he awakened at home with nothing but a hangover until he read the morning paper. There, on the front page, was his picture and an

interview in which he had told the strange story of the Japanese "women marines."

These women marines would drop like monkeys out of trees in the Pacific jungles, the newspaper quoted the returned sailor, and they would start undressing in front of American fighting men and making strange noises. "Me woman marine, me like Yankee," they would say. Just then, Japanese male soldiers and marines would appear and start shooting the Americans. The sailor told the reporter for the home town paper that such tactics were very unfair.

Naval authorities read the story, investigated it and declared it fictitious. They decided to court-martial the man who gave it out on grounds he lacked proper permission. He pleaded guilty before a summary court, admitting it was all fantasy and that he cooked up the story because he was intoxicated and wanted to get publicity in the home town.

A record of good conduct in previous service weighs heavily in a man's favor, all other factors being equal.

At this point, it is well to consider the subject of misconduct and the consequences of misconduct which affect not only the man guilty of it but the members of his family—his dependents—as well.

Naval justice deals not only with crime, with violations of regulations affecting conduct toward others, but also with acts of carelessness, negligence, foolishness, recklessness—whatever you wish to call it. And sometimes the man who commits such acts injures nobody but himself.

For example, if you wound yourself by your own misconduct, you may forfeit the right to all pensions and other compensation when you leave the service. The final decision in such cases rests with the Veterans' Administration.

If a man is killed and his death is held by a Navy Board of Investigation as due to his own misconduct, his beneficiary—usually his wife or his mother—will not be paid the usual six months'

base pay death gratuity that goes to beneficiaries of Navy dead.

In the last few years, there have been several cases of careless handling of firearms in the records of naval justice in which the men were not only deliberately and grossly careless, but they also violated the navy regulations on handling of firearms. Such an offender endangers not only his own life but the lives of others in the naval service.

Frequent offenders in the field of misconduct are the drivers of Navy cars, buses and trucks, the boys who haven't been cured of the heavy foot they placed on the accelerator in the peacetime days when gasoline and tires were plentiful. Excessive speed, a sharp curve, running through a red traffic light, crash, bang, injuries and death. If the injuries or the death of the man at the wheel are held due to misconduct, there you are again. The same thing goes for the aviation pilots who are inclined to get fancy or reckless in the air, with their own lives—representing the Navy's investment in their training—and with the Navy's property. Recklessness, like crime, doesn't pay.

The greatest punishment that can be meted out by naval justice, except for long term imprisonment or death, is the D.D.—dishonorable discharge. In effect, it may make a man an outcast for life. He experiences difficulty in landing a job.

Consider this question: Would you hire a man who had been dishonorably discharged from the armed service of his country? The answer is obvious. An employer who pays money for help wants a fellow with a halfway record of loyalty.

The B.C.D.—bad conduct discharge—lesser of the two penalties (D.D. and B.C.D.), carries with it a great stigma also. When a naval court gives it to anybody, it's very well considered. Men in the Navy get every chance in the world, and when the Navy throws them out, it means they must have deserved it.

Most offenses committed are military in character—usually committed by youngsters. The natural tendency is to give a man who commits a first offense a chance to rehabilitate himself. The Navy even does that in its prison administration, so that if a man straightens up, he may be allowed to return to active duty for another chance.

With about two and a half million men in the Navy, there is no increase in the proportion of offenses committed. The conduct of the Navy's men, considering the tremendous increase in the service, is excellent. This leads to the belief that their minds certainly are on doing their job in the Navy.

# BULLETIN BOARD

## HOW AND WHEN YOU MAY VOTE (V)

Senate Bill 1285, concerning servicemen's voting, has been approved by the Congress and was awaiting Presidential action as the INFORMATION BULLETIN went to press.

The following has been prepared to outline its provisions:

The bill deals with the use of two forms of absentee ballots: first, ballots provided under State law, and, secondly, official Federal war ballots.

The bill provides for the distribution of postcards to all servicemen of voting age not later than 15 August outside the United States and not later than 15 September within the United States prior to a general election at which electors for President or members of Congress are to be voted for. The bill recommends to the several states the acceptance of such postcards as applications for state absentee ballots containing the names of candidates for Federal, State and local offices and as applications for registration under such states' election laws in both primaries and general elections. The majority of the states have provided that the postcards be so accepted.

The state may send the ballot by air mail free of postage.

As supplementary to the states' absentee voting procedures there is provided an "official Federal war ballot." It contains spaces for the writing in of the names of the candidates for President, Senator and Representative for whom the serviceman desires to vote in a general election.

No application is necessary in order to obtain this ballot. It would be furnished at the appropriate time by the commanding officer to:

1. A serviceman both inside and outside the United States if the Governor of his state certifies prior to 15 July that his state has made no provision for absentee voting and that the use of the Federal ballot is authorized by the laws of such state, or
2. A serviceman outside the United States if the serviceman states in his oath (such oath is printed on the inner envelope) that, prior to 1 September, he made application for a State absentee ballot but, as of 1 October, has not re-

ceived it and if the Governor of his state certifies prior to 15 July that the use of the Federal ballot is authorized by the laws of such state.

Such states would be determined by the War Ballot Commission on 15 July.

The bill provides that the oath must be subscribed before a commissioned officer, any petty officer (third class or higher) or a non-commissioned officer not below the rank of sergeant.

The Navy is directed to return all ballots from overseas by air, if possible.

There are provisions to prevent fraud, to protect voters against coercion of any sort and to safeguard the integrity and secrecy of the ballots.

The information below is based on the federal and state law as it existed on 15 March 1944.

The final action on Senate Bill 1285 (see above), in no way alters the essential statements of what follows.

### IF YOU LIVE IN ANY OF THE STATES LISTED THIS INFORMATION OF VOTING IS OF INTEREST TO YOU

State	Election* Date	Earliest date state will receive soldiers' application for: "official war ballot" covering only federal offices to be voted on	regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Ala.	2 May 30 May	Not applicable Not applicable	12 April 10 May	26 April 24 May	2 May 30 May
Calif.	16 May	At any time	At any time	10 May	Must be marked by 10 May and received by 1 June
Fla.	2 May 23 May	At any time At any time	At any time At any time	No time limit No time limit	2 May 23 May
Idaho	13 June	Not applicable	At any time	No time limit	13 June
Ill.	11 Apr.	13 March	13 March	6 April	11 April
Ind.	2 May	2 April	2 April	17 April	2 May
Iowa	5 June	At any time	At any time	No time limit	5 June
La.	18 Apr.	Not applicable	At any time	No time limit	18 April
Maine	19 June	Not applicable	At any time	No time limit	19 June
Md.	1 May	At any time	17 March	27 April	Must be marked by 1 May and received by 8 May
Nebr.	11 Apr.	Not applicable	12 March	9 April	Must be mailed by 10 April and received by 14 April
N. J.	16 May	At any time	At any time	No time limit	16 May
N. Mex.	6 June	Absent voting is prohibited by the State Constitution			
N. C.	27 May	At any time	At any time	No time limit	27 May
N. Dak.	27 June	At any time	At any time	No time limit	27 June
Ohio	9 May	9 April	9 April	4 May	5 May
Oreg.	19 May	At any time	19 April	8 May	13 May
Pa.	25 Apr.	6 March	6 March	** 25 March	Must be mailed by 25 April and received by 5 May
S. Dak.	2 May	At any time	10 April	No time limit	2 May
W. Va.	9 May	Not applicable	At any time	29 April	9 May

\* All elections listed in this box are primary elections except for the State of Louisiana, which holds its regular election for state or local officers on date shown.

\*\* Application for "Official War Ballot" covering only Federal offices will be received by Pennsylvania without time limit.

# BUPERS BULLETIN BOARD

Any change in state law would further liberalize the provisions outlined below. However, servicemen from Ohio are urged to keep informed of legislative action by that state.

The following five points are emphasized:

1. The use of the printed postcard application, which is available from the commanding officer, is permissible in the primaries of all states listed below, except Nebraska.

2. The serviceman applicant for a primary ballot must state his party affiliation or preference.

3. The serviceman applicant should print or type his name and address under his signature on the application.

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

5. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be immediately referred to the Secretary of State of the state of his residence.

## ALABAMA

Alabama holds its first Democratic primary on 2 May and its run-off Democratic primary on 30 May. There are no Republican primaries in Alabama.

The serviceman, desiring to vote in the coming Democratic primaries, makes application to the probate judge of his home county not more than twenty (20) days or less than five (5) days before primary day. No special form of application is required. A separate application must be made for each primary. Registration and payment of poll tax are required by state law in order to vote in these primaries.

## CALIFORNIA

California holds its primaries on 16 May. The serviceman desiring a ballot may make application at any time. While registration is necessary under the state law affecting these primaries, if any applicant is not registered, a ballot will be forwarded to him with an accompanying affidavit. When the ballot and the affidavit are made out and received back in California, it will constitute registration.

## FLORIDA

Florida holds its first primary on 2 May and its run-off primary on 23 May. One postcard application is sufficient for both primaries. Registration is not required. The serviceman must be stationed outside the state. If a voter has never been registered, it is expected that the local canvassing board will record his votes for candidates for federal offices only. Application should be made at once.

## IDAHO

Idaho holds its primaries on 13 June. Registration is required by the state law affecting these primaries. If an applicant has failed to vote in the last general election, his registration is canceled. An absent serviceman may register by applying in writing under oath to the clerk of the board of commissioners of the county of his residence for a form of elector's oath, which if executed and returned before Saturday, 10 June, will constitute registration.

## ILLINOIS

Illinois holds its primaries for the nomination of candidates for both federal and state offices on 11 April. By special provision the names of candidates for state, county and local offices are printed on the special war ballot.

Amendments to the election laws, recently enacted by a special session of the

Illinois legislature, are not effective until after the coming primary.

## INDIANA

Indiana holds its primaries on 2 May. If the printed postcard is used, the serviceman should strike out the words "official war ballot" and insert "state absentee ballot." The state law provides that to obtain such a primary ballot, the applicant must be registered.

## IOWA

Iowa holds its primaries on 5 June. No previous registration is required. The servicemen desiring to vote in these primaries should make written application at once to the county auditor of the county in which he claims a voting residence. The applicant must state his residence (including street address, if any), his age, length of residence in the city or town, county and state and his party affiliation. If the postcard application is used and includes the above information, it will be honored.

## LOUISIANA

Louisiana holds its regular election for state or local officers on 18 April. Because no federal officers are chosen at this election, the Ramsay Act does not give to the serviceman any right to vote greater than that provided by the state law.

However, the state of Louisiana will accept the postcard as an application for the state absentee ballot.

## MAINE

Maine holds its primaries on 19 June. Registration is required by the state law affecting these primaries. Upon receipt of the postcard application, the Secretary of State will forward to the serviceman the form of application for absentee ballot prescribed by statute. The serviceman should fill out and forward this application at once to the election officials of the community of his residence.

## MARYLAND

Maryland holds its primaries on 1 May. The postcard application should be addressed to either the Secretary of State at Annapolis or to the Board of Supervisors of Elections of the applicant's home county (or Baltimore City).

If the postcard is directed to the Board of Supervisors of Elections, the words "official war ballot" should be stricken out and the words "absent voter's ballot" inserted.

It has been ruled that the waiver of registration contained in the federal law cannot be recognized under the state constitution of Maryland. Therefore, under the state laws of Maryland the serviceman applicant must be registered.

## NEBRASKA

Nebraska holds its primaries on 11 April. Candidates for both federal and state offices will be nominated by the respective parties.

The Navy Department is informed that the election authorities of Nebraska interpret its laws regulating primaries as unaffected by the Ramsay Act. Registration is required by the state law affecting these primaries. The postcard is not acceptable as an application for a ballot or registration. Therefore, in accordance with the state laws of Nebraska, the registered serviceman should request at once an application for an absent voter's ballot from the clerk of the county in which the absent voter resides (in Omaha, from the election commissioner); make it out according to the accompanying instructions; and then mail it to the clerk of the county from whom it was obtained. It thereafter should be mailed so that it will be received by the county clerk on or immediately after 12 March. The county clerk will thereupon forward the absent voter's ballot to the serviceman.

## NEW JERSEY

New Jersey holds its primary on 16 May. A serviceman desiring to vote may make application at any time for absent voter's ballot. No specified form of application is required. Registration is required by the state law affecting these

primaries. Application for registration must be in person. Upon receipt of the application, a ballot for all federal, state and local offices will be forwarded.

## NEW MEXICO

New Mexico holds its primaries on 6 June.

Because the state constitution prohibits absentee voting, the serviceman must vote in person if he desires to exercise his franchise.

## NORTH CAROLINA

North Carolina holds its primaries on 27 May.

Application for an absentee ballot may be made at any time prior to the primary. It must be signed by the serviceman or in his name by a member of his immediate family. Registration is required by the state law affecting these primaries. The application must show the precinct in which the applicant is registered. It should be addressed to the chairman of the board of elections of the applicant's home county. Receipt of a postcard application for ballot constitutes registration of an applicant otherwise qualified. Thereafter, the applicant will receive an absentee ballot for all federal, state and local offices.

## NORTH DAKOTA

North Dakota holds its primaries on 27 June.

The following is an excerpt from a memorandum from the Secretary of State of North Dakota:

"The absent voter's laws of the state of North Dakota pertaining to voting of persons in military service require that county auditors shall send ballots to every qualified absent voter in military service without application as quickly as the ballots are available. This means that if a county auditor has the address of such absent voter, nothing further is necessary. Therefore, the only requirement is that the absentee send the county auditor his address (or if he wishes, he may send it to the office of the Secretary of State), the usual government postcard, some other postcard or a letter giving his voting residence and his present address and a ballot will be sent him.

"It is suggested that persons in military service notify the auditors of the address at least 30 days ahead of these dates."

## OHIO

Ohio holds its primaries on 9 May. The election authorities interpret its laws regulating primaries as unaffected by the Ramsay Act. Therefore, the "official war ballot" will not be issued.

However, the printed postcard application will be honored.

Registration is required by state law in cities with a population of 16,000 or more and in smaller cities if so provided by ordinance or in a county if required by the county board of elections.

If the applicant resides in a community requiring registration and is registered or resides in a community not requiring registration, the postcard application will be considered an application for an absent voter's ballot. Upon receipt of the application from the Secretary of State, it should be executed at once and mailed to the designated election authorities. Thereafter, the ballot will be forwarded to the applicant. It should be executed immediately and mailed in order that it be received back by 5 May.

If the applicant resides in a community requiring registration and is not registered, the postcard application will be honored and upon its receipt by the Secretary of State, he will forward appropriate registration forms and an application for an absent voter's ballot. Upon receipt of the ballot, it should be mailed so it will be received back 4 May.

## OREGON

Oregon holds its primaries on 19 May. Because of the liberal provisions of its laws relating to servicemen voting, Oregon will not distribute "official war ballots."

# BUPers BULLETIN BOARD

While registration is required by the state law affecting these primaries, if the applicant is not registered, the receipt of the postcard application constitutes registration. Therefore, the serviceman desiring to vote, whether registered or not, should forward the postcard application in order that it be received not earlier than 19 April or later than 8 May. Upon receipt of the ballot, it should be executed at once and mailed in order that it be received back by 13 May.

## PENNSYLVANIA

Pennsylvania holds its primaries for the nomination of candidates for both federal and state officers on 25 April. Members of the armed forces vote in accordance with (1) the federal law, or (2) the state law.

If the serviceman chooses the first method, his ballot is limited to federal offices. He should use the printed postcard. There is no time limit on the receipt of such postcard.

If the serviceman desires to use the second method, his ballot includes all offices, both federal and state.

Application on a special form obtained from the Secretary of State at Harrisburg should have been made not before 6 March nor later than 25 March to the county board of the county where the applicant is registered for a military ballot. The return envelope must be postmarked prior to midnight 25 April and received by the county board before 5 May.

## SOUTH DAKOTA

South Dakota holds its primaries on 2 May.

The serviceman makes application to the county or city auditor or the town clerk of his home community for an absent voter's ballot. No special form of application is required. Registration is required by the state law affecting these primaries. However, if a serviceman is not registered, he may file an affidavit stating his absence from the state during the registration period. This affidavit will constitute adequate registration. The absent voter's ballot must be marked by 17 April and received back by 2 May.

## WEST VIRGINIA

West Virginia holds its primaries on 9 May.

The election authorities do not recognize the applicability of the Ramsay Act to these primaries.

The following is an informative release by the Secretary of State of West Virginia:

"West Virginians who are members of the armed services of the United States, may now register, and vote by mail in the primary to be held 9 May under Senate Bill No. 2 which was enacted by the Legislature at a special session convening January 3, 1944.

"Members of the armed services, who are not now registered can do so by requesting by letter, addressed to the county clerk of the county in which they resided at the time of their induction into the services, for a registration blank. After filling in and signing the blank and having it certified by a commissioned officer, warrant officer or non-commissioned officer no lower rank than a sergeant or the equivalent Navy rating of any branch of any armed services of the United States or by some other person qualified to administer oaths, it shall then be returned to the clerk of the county court. A request for a ballot can be made by filing the application for a ballot, found on the reverse side of the registration blank.

"Any one who is now registered and in the armed services, can make a request for a ballot by writing to the circuit clerk of the county in which he or she is registered. This request can also be made by the father, mother or a friend."

The equivalent Navy rating to that of a sergeant is petty officer, third class.

## Next Shore-Duty Survey Scheduled After 30 June

Plans to speed up the interchange of enlisted personnel between shore stations and the fleet, with the next periodic shore-duty survey to be made immediately after 30 June 1944, have been announced by BuPers.

Male enlisted personnel who are physically and otherwise qualified for sea duty and who have served on shore duty since 1 January 1942, will be affected. This will give men who have never been to sea a total of two and a half years on shore, including periods under recruit training and at service schools. The two and a half year-period will be reckoned from the date a man reported for shore duty or from the date of reporting for active duty.

BuPers put a clincher on the plan by announcing that the men involved in the shore-duty survey will be withdrawn from shore establishments without relief unless transferred to sea duty or interchanged with the fleets prior to June 1944.

All extensions granted under prior shore-duty surveys will expire as of 30 June 1944. Thereafter, further shore-duty extensions will be granted by the Bureau only when military necessity requires it or where actual interchanges cannot be effected with the forces afloat. Shore activities are expected to give priority in replacement of enlisted personnel to men who have served longest on shore duty.

BuPers requested also that consideration be given to interchanging enlisted personnel attached to vessels of the sea frontiers with personnel at-

tached to the more active seagoing and combat units of the fleet; and that the principle of the shore duty survey also apply to shore-based fleet activities within continental United States.

(Details in semi-monthly N. D. Bul., 29 Feb., 44-240.)

## Per Diem Payments Affected by Ruling

Per diem now may be paid to officers on change-of-duty orders involving temporary duty or instruction while enroute to a project, awaiting transportation at a port of embarkation, or temporary duty in connection with fitting out a ship under construction, when the orders specify a per diem.

This policy applies to cases where payment of mileage is deemed insufficient. The rate of per diem remains \$7 a day except when government quarters are furnished. Then the rate is \$3.

(Details in semi-monthly N. D. Bul., 29 Feb., 44-449.)

## Option of Shoulder Marks, Buttons Revoked On Gray Uniforms

Only gray cloth shoulder marks and blue-black plastic buttons are now authorized for wear on gray working uniforms, Secretary of the Navy Knox directed in Alnav No. 53 issued 7 March 1944.

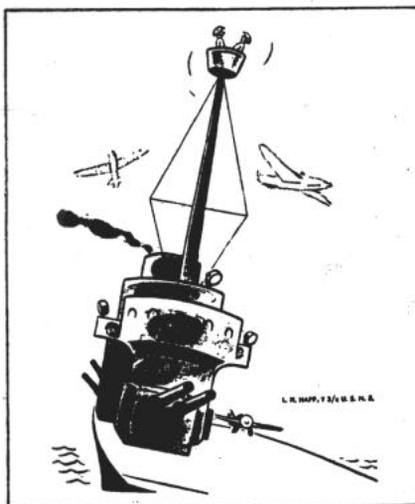
## BuPers Analyzing Personnel Billets

BuPers now has underway an analysis of officer and enlisted personnel billets at selected naval activities afloat and ashore.

The purpose of this program is to obtain accurate and up-to-date information on the duties and responsibilities of officers and the enlisted ratings in order that BuPers will be able to reflect actual conditions afloat and ashore in the assignment of officers and men and in the preparation of selection and classification standards, training school curricula, qualifications for advancement in ratings, and training course manuals.

The survey is in no way concerned with the effectiveness of the personnel contacted or their qualifications for duties assigned. It is emphasized that the sole purpose of these studies is to assure that the Bureau's programs meet the needs of the fleet and shore establishments.

(Details in semi-monthly N.D. Bulletin, 15 March, 44-308.)



Monument (USS Bunker Hill)

"When I finish this watch, I'll have 400 hours in the air."

# BU PERS BULLETIN BOARD

## Advancement in Ratings Authorized Without Regard to Complements

Many ratings are open to advancement of all eligible qualified male candidates in general service, without regard to vacancies in complement.

The purpose of declaring certain rates open to unlimited advancement is to provide higher ratings to meet the demands of expansion and to man new activities and units as they are formed. All activities must share responsibility in the training effort and supply trained petty officers for the expanding Navy. As excesses are created by advancements, experienced men in the higher ratings become available for transfer to form the nucleus of new crews.

Inasmuch as Class V-10 personnel are not eligible for sea duty, they can only be advanced to fill complements within the shore establishments.

Ratings listed below are declared open to advancement of all eligible qualified male candidates in general service. Advancements to ratings marked by an asterisk in all the following listings shall not be effected until qualifications are published:

**Seaman Branch**  
 S2c, 1c  
 Cox, BM2c, 1c  
 GM3c, 2c, 1c  
 MN3c, 2c, 1c  
 TM3c, 2c, 1c  
 TME3c, \*2c, \*1c  
 TMV3c, 2c, 1c<sup>1</sup>  
 SM3c, 2c, 1c  
 QM3c, 2c, 1c  
 FC3c, 2c, 1c<sup>1</sup>  
 FCR3c, 2c, 1c

**Artificer Branch**  
 RM3c, 2c, 1c, Ch  
 RT3c, 2c, 1c, Ch<sup>1</sup>  
 SoM3c, 2c, 1c  
 RdM3c, 2c, 1c  
 M3c, 2c, 1c  
 \*SAO3c, \*2c, \*1c

**Artificer Branch (E.R.)**  
 F2c, 1c  
 \*MM3c, 2c, 1c  
 \*MMS3c  
 MoMM3c, 2c, 1c, Ch  
 EM3c, 2c, 1c

**Aviation Branch**  
 AMM3c, 2c, 1c, Ch  
 AMMC3c, 2c, 1c, Ch  
 \*AMMF3c, \*2c, \*1c,  
 \*Ch

<sup>1</sup>School requirements—see part III of Enclosure (C) to BuPers Circular Letter 110-43.

<sup>2</sup>See Enclosure (D), paragraph 6 of BuPers Circular Letter 110-43.

<sup>3</sup>PhM1c and CPhM must be qualified for independent duty. See Paragraph II-2(e) of Enclosure (A) of BuPers Circular Letter No. 110-43.

<sup>4</sup>CO's are authorized to waive appropriate school requirements of BuPers Manual, Part D, Chapter 5.

<sup>5</sup>Open for advancement of Class "A" MMS School graduates only.

The following ratings are open to advancement of all eligible qualified candidates in general service who are

now serving in a sea-duty status. Candidates for specialist (M), second class, attached to Construction Battalions are included under the provisions of this paragraph:

CBM	CPhoM
CGM <sup>3</sup>	CY
CTM <sup>2</sup>	CCS <sup>1</sup>
*CTME	TC1c
CTMV <sup>2</sup>	MME3c, *2c, *1c, *Ch
CGM	WT3c, 2c, 1c
CFC <sup>1</sup>	B2c, 1c
CFCR <sup>1</sup>	Prtr2c, 1c
CMM (See note 2 in first column)	Sp(M)2c
CEM <sup>1</sup>	St1c
	Ck1c

<sup>1</sup> Subject to the provisions of the applicable sub-paragraph under paragraph III-4 of enclosure (C) to BuPers Circular Letter No. 110-43.

<sup>2</sup> Subject to the provisions of the applicable sub-paragraph under paragraph III-4 of Enclosure (C) to BuPers Circular Letter No. 110-43 in cases where service school requirements have not been fulfilled for present rating. Candidates serving ashore in torpedo overhaul shops may be advanced under the provisions of this paragraph.

<sup>3</sup> Waiver of one-half of the service in pay grade requirements NOT authorized except in cases of men who are graduates of Class "C" GM School.

The following ratings are open to advancement of eligible qualified candidates in general service who are serving in a sea-duty status provided that such candidates have at least six years' total service, including at least eighteen months' service in pay grade two: CTC, CMN and CSF.

The following special provisions, applicable to advance of Class V-10 personnel only, shall govern in ratings listed in column one of this story which are open to unlimited advancement for men, and for which V-10 personnel are eligible:

(a) Class V-10 personnel shall be advanced only to fill vacancies in complement, except that commandants of continental naval districts or river commands and chiefs of air functional training commands may authorize advancements to fill vacancies within their commands as shown in the latest composite forms NAVPERS 625.

(b) If there are both men and Class V-10 personnel in a particular rating at any activity, all billets in the complements in ratings listed above (third paragraph, this story), for which V-10 personnel are eligible, shall be considered as available for Class V-10 personnel for purposes of advancement, without regard to the number of men in such ratings. If Class V-10 personnel are on duty at an activity for which no complement has been established, the number of petty officers in each rating of each rating

group shall be limited to percentages of the total number of Class V-10 petty officers "on board" in that particular rating group as follows: CPO, 10%; PO1c, 20%; PO2c, 30%; PO3c, 40%.

(Details in Circ. Ltr. No. 77-44, semi-monthly N. D. Bul., 15 Mar., 44-314.)

## Duty Over 7 Days Outside U. S. Calls For Pay Increase

Temporary additional duty outside the United States exceeding one week, even though the duty is incident to primary duty in the United States, now makes naval personnel eligible for the foreign-duty pay increase, the Comptroller General ruled in a decision issued 7 February 1944.

Personnel on temporary duty outside continental United States where such duty is not incident to primary duty within the continental limits are entitled to the increase regardless of the time involved in performing it.

The decision applies to all such cases arising since 7 December 1941.

## Newly Assigned Men Advised to Leave Families Behind

Because of the severe shortage of housing and community facilities near many naval shore establishments, enlisted personnel newly assigned to duty at shore establishments in the continental United States are advised by BuPers to obtain suitable housing before moving their families to the vicinity of their new stations.

(Semi-monthly N. D. Bul., 15 Mar., 44-317.)



Skyscrapers (NAS, New York)

"... and what is your occupation, Mr. Zilch?"

# BUPers BULLETIN BOARD

## Authorized Campaign Ribbons Designated

In a move designed to stop the unauthorized wearing of service ribbons by naval personnel, BuPers has issued a circular letter (No. 47-44) designating the only campaign medals or ribbons authorized for the present war and the conditions for wearing of other medals as well.

The only campaign medals or ribbons authorized for the present war are:

- (1) The American Defense Service Medal.
- (2) The American Campaign Medal.
- (3) The European-African-Middle Eastern Campaign Medal.
- (4) The Asiatic-Pacific Campaign Medal.

Insignia on the ribbons of these medals commemorating operations or engagements are authorized by Alnav or General Order. (See INFORMATION BULLETIN, March 1944, p. 66, for latest compilation.)

**NAVY EXPEDITIONARY MEDAL**—The only authorization for this medal or ribbon for this war is to the defenders of Wake Island December 1941. It is understood that this ribbon is being worn as a 'Convoy' or 'Landing Force' or other similar purpose. Such wearing of the Navy Expeditionary Medal or ribbon is unauthorized.

**MERCHANT MARINE RIBBONS**—Persons who have been awarded merchant marine medals or ribbons while serving in the merchant marine and prior to entering upon active duty in the Navy are authorized to wear such ribbons, provided such medals or ribbons were created by federal law. Persons on active duty in the Navy are not eligible for the award of merchant marine medals or ribbons. Naval personnel serving in merchant vessels, such as armed-guard crews, communication personnel, etc., are not entitled to wear merchant marine ribbons by virtue of such service.

**NAVAL RESERVE MEDAL**—The basic requirement for the Naval Reserve Medal is 10 years honorable service in the Naval Reserve. Only such persons as have been awarded this medal by the Chief of Naval Personnel are entitled to wear the ribbon.

BuPers has been informed that a ribbon styled the "Anti-Submarine and Convoy" ribbon is being worn by some personnel. There are probably others under various names. No such ribbons are authorized.

The circular letter, appearing as 44-228 in the semi-monthly N. D. Bul. of 29 Feb. 1944, directs commanding

officers to inform all personnel under their command of the above and to take all practicable means of insuring compliance with regulations regarding the wearing of service ribbons.

It states, however, that nothing in the above shall be interpreted to preclude wearing of ribbons or decorations awarded or of campaign service ribbons duly authorized during or before the present war.

## Bronze Star Medal Has Precedence Over Air Medal

The recently authorized Bronze Star Medal (see INFORMATION BULLETIN, March 1944, page 46), takes precedence next after the Navy and Marine Corps Medal and next before the Air Medal. The ribbon bar representing the medal will be Old Glory red



with an eighth-inch stripe of royal blue in the center with white piping 1/32 of an inch wide on either side of the blue and at the edges of the bar (see cut).

The recently authorized Commendation Ribbon (see cut) is myrtle green with a three-sixteenths of an inch white stripe inset one-eighth of an inch from each edge. Details were



announced in the INFORMATION BULLETIN of February 1944, page 69.

## Army Unit Badge Precedence Set

The Distinguished Unit Badge of the Army, when awarded to naval personnel, will be worn on the left breast, taking precedence just after the Navy Presidential Unit Citation ribbon bar, BuPers has announced.

(Semi-monthly N.D. Bull., 15 March, 44-302.)

## Officers Needed for Submarine Service

BuPers again has invited the attention of all officers to the continued need of volunteers to provide officers for the expanding submarine service. The number of officers assigned to classes in submarine training at the Submarine Base, New London, Conn., and to duty under instructions in submarine units afloat has been increased.

Applications of volunteers for submarine training for the class convening 1 July 1944 at New London and for subsequent classes there are desired from officers of the Naval Academy classes of 1940, 1941, 1942, 1943 and 1944, and from Naval Reserve officers not over 28 years of age of the ranks of lieutenant, lieutenant (junior grade) and ensign. It is particularly desired that graduates of the classes of 1940 and 1941 avail themselves of this opportunity.

Sea service and other requirements of BuPers Manual, Arts. E-1301 and E-1304, have been removed.

(Details in Circ. Ltr. No. 66-44, semi-monthly N. D. Bul., 15 Mar., 44-303.)

## Service Numbers Expedite Family Allowance Action

Attention of all personnel is invited to the fact that in any communication with reference to allotments or family allowances, the full name and service or file number is required to obtain expeditious action.

Personnel should furnish their file or service numbers immediately to dependents or beneficiaries who might originate inquiries to the Field Branch, Bureau of Supplies and Accounts, relative to such allotments or family allowances.

(For other information naval personnel should give dependents, see INFORMATION BULLETIN, March 1944.)



These specialty marks have been approved by SecNav for four recently established ratings. The mark for ship's serviceman covers four designations under that rating—B, C, L and T—and the mark for special artificer covers three—O, I and D. The letters, however, will not be used on the specialty marks.

# BuPERS BULLETIN BOARD

## Summary of Recent Changes in Qualifications for Advancement

Since the last printed edition of the BuPers Manual (1 October 1942), numerous changes have been made in Part D, Chapter 5, Section 2, which is entitled "Special Qualifications for Advancement in Rating."

For ready-reference purposes, changes in effect as of 1 March 1944 are summarized below. Qualifications are listed by rating in the first column, and are followed, in the second column, by publication references. Circular letters are identified as "MCL" (BuPers Manual Circular Letters), "CL" (BuPers Circular Letters), or "Ltr" (Mimeographed Letters). Pertinent issues of the semi-monthly Navy Department Bulletin are indicated in parentheses following the circular-letter designation.

It is planned to print "Special Qualifications for Advancement in Rating" as a separate publication, suitable for insertion into the BuPers Manual and for more general use as a pamphlet. When issued, the publication will include additional qualifications now in preparation.

Watch the INFORMATION BULLETIN for further announcements.

### QUALIFICATIONS

### PUBLICATION REFERENCES

#### Seaman Branch

Boatswain's Mates (BM)	MCL 25-43 (R-1496, 15 Oct '43)
Coxswain (Cox)	MCL 25-43 (R-1496, 15 Oct '43)
Turret Captains (TC)	MCL 28-43 (R-1553, 1 Nov '43)
Gunner's Mates (GM)	MCL 28-43 (R-1553, 1 Nov '43)
Minemen (MN)	MCL 18-44 (44-244, 29 Feb '44)
Torpedoman's Mates (TM)	MCL 10-44 (44-190, 15 Feb '44)
Quartermasters (QM)	MCL 25-43 (R-1496, 15 Oct '43)
Signalmen (SM)	MCL 25-43 (R-1496, 15 Oct '43)
Fire Controlmen (FC)	MCL 28-43 (R-1553, 1 Nov '43)
Fire Controlmen R, 3c, 2c, 1c (FCR)	MCL 28-43 (R-1553, 1 Nov '43)
Chief Fire Controlman R (CFCR)	MCL 6-44 (44-124, 31 Jan '44)
Fire Controlmen S (FCS)	MCL 6-44 (44-124, 31 Jan '44)
Seamen (S)	MCL 25-43 (R-1496, 15 Oct '43)

#### Artificer Branch

Radarmen 1c (RdM)	MCL 23-43 (R-1461, 1 Oct '43)
Radarmen 3c, 2c, Chief (RdM)	MCL 31-43 (R-1705, 15 Dec '43)
Metalsmiths (M) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Molders (M1) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Patternmakers (PM) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Special Artificers D (SAD)	MCL 33-43 (R-1766, 31 Dec '43)
Telegraphers (T)	MCL 32-43 (R-1764, 31 Dec '43)

#### Artificer Branch (E. R.)

Machinist's Mates (MM) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Machinist's Mates E (MME) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Machinist's Mates G (MMG)	MCL 2-44 (44-50, 15 Jan '44)
Machinist's Mates R (MMR) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Machinist's Mates S (MMS) (3c only)	CL 208-43 (R-1494, 15 Oct '43)

Motor Machinist's Mates (MoMM) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Water Tenders (WT) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Boilermakers (B) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Firemen (F)	MCL 15-44 (44-241, 29 Feb '44)

#### Aviation Branch

Aviation Pilots (LTA) (AP)	MCL 3-43 (R-169, 15 Jan '43)
Aviation Machinist's Mates (AMM)	MCL 35-43 (R-1767, 31 Dec '43)
Aviation Machinist's Mates C (AMMC)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Machinist's Mates H (AMMH)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Machinist's Mates I (AMMI)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Machinist's Mates P (AMMP)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Electrician's Mates (AEM)	MCL 5-43 (R-365, 15 Feb '43)
Aviation Radio Technicians (ART)	MCL 9-43 (R-699, 1 Apr '43)
Aviation Ordnancemen B (AOMB)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Ordnancemen T (AOMT)	CL 280-43 (R-1759, 31 Dec '43)
Airship Riggers (AR)	MCL 5-44 (44-123, 31 Jan '44)
Aerographer's Mates (AerM)	MCL 14-44 (44-194, 15 Feb '44)
Photographer's Mates (PhoM)	MCL 14-44 (44-194, 15 Feb '44)
Torpedoman's Mates V (TMV)	MCL 10-44 (44-190, 15 Feb '44)

#### Special Branch

Printer M (PrtrM)	MCL 36-43 (R-1768, 31 Dec '43)
Musicians (Mus)	MCL 8-44 (44-126, 31 Jan '44)
Bugler (Bug)	MCL 8-44 (44-126, 31 Jan '44)
Buglemasters (Bgmstr)	MCL 8-44 (44-126, 31 Jan '44)

#### Specialists

(A)—(Athletic Instructors)	CL 49-43 (R-833, 15 Apr '43)
(F)—(Fire Fighters)	CL 27-44 (44-120, 31 Jan '44)
(G)—(Aviation Free Gunnery Instructors)	CL 230-43 (R-1595, 15 Nov '43)
(I)—(Punched Card Accounting Machine Operators)	CL 241-43 (R-1640, 30 Nov '43)
(M)—(Mail Clerks)	CL 71-43 (R-1033, 15 May '43)
(P)—(Photographic Specialists)	CL 46-44 (44-227, 29 Feb '44)
(VM)—(V-Mail)	
(Q)—(Communication Specialists)	
(CR)—(Cryptographers)	Ltr P-67-bt of 13 Jan '44
(TE)—(Technicians)	Ltr P-67-bt of 13 Jan '44
(RI)—(Radio Intelligence)	Ltr P-67-bt of 13 Jan '44
(R)—(Recruiters)	CL 284-43 (R-1763, 31 Dec '43)
(S)—(Shore Patrol)	CL 257-43 (R-1691, 15 Dec '43)
(T)—(Link Trainer Instructors)	CL 243-43 (R-1642, 30 Nov '43)
(V)—(Transport Airmen)	Ltr P-2412-EC P17-2/MM of 3 Feb '43
(Y)—(Control Tower Operators)	CL 56-44 (44-237, 29 Feb '44)

#### Miscellaneous

Arts. D-5200—D-5202	MCL 25-43 (R-1496, 15 Oct '43)
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## PLANS DEFERRED FOR GRAY ENLISTED UNIFORMS

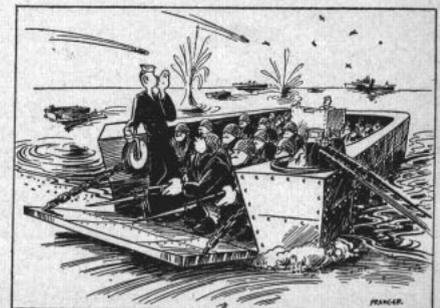
Original plans for gray twill working uniforms for enlisted men (below CPO) have been deferred for the present in order to utilize all available textile-finishing equipment in production of olive drab which is used by the Navy as special clothing for personnel serving ashore at overseas bases and afloat in the amphibious force.

It had been planned to issue gray

twill to enlisted men as soon as a sufficient stock had been accumulated.

Officers and chief petty officers may continue to wear the gray working uniform.

The change in plans was made by SecNav, acting on the recommendation of Rear Admiral W. B. Young, chief of BuSandA, who reported the Army and Navy are experiencing great difficulty in procuring sufficient twill finished in olive drab.



Hoist (NTS, San Diego)

"All ashore that's going ashore!"

# BUPERS BULLETIN BOARD

## The Month's Alnavs in Brief

The following Alnavs were issued in the period 19 February to 20 March 1944:

No. 40—Limitation of Alnav 34, which relates to submission of requirements for office equipment direct to BuS&A by supply accounting and disbursing officers.

No. 41—Providing that flag officers and the three officers designated as their aides, all officers of the rank of captain, commanding officers and executive officers may censor their own mail.

No. 42—Announcing establishment of the Bronze Star Medal. (See story on page 67.)

No. 43—Directing institution of precautionary measures requiring maximum utilization of shoes and items of the working uniform.

No. 44—Announcing agreement of the Combined Chiefs of Staff upon identical definitions and policy concerning classified matter in the armed forces of the U. S. and the British Empire, adding the classification "top secret," and suspending those portions of Navy Regulations, General Orders, letters and instructions inconsistent with the provisions of this agreement. (Story on page 19.)

No. 45—Appointing certain lieutenants (punior grade) and ensigns of the regular Navy and the Naval Reserve to the next higher grade or rank.

No. 46—No longer requiring use of S&A Form 12 requesting discontinuance of allotments in cases of captured, missing, missing in action or deceased personnel of Navy and Naval Reserve.

No. 47—Directing transfer to nearest naval hospital in United States of all rheumatic fever patients beyond the continental limits, preferably by air transport, as soon as compatible with the state of their disease.

No. 48—Requiring that hereafter all books, articles, press interviews, communiques and broadcast scripts dealing with submarine operations and submarine adventures shall be cleared only by the Secretary of the Navy.

No. 49—Relating to procedure for transfer of enlisted personnel between construction battalion and general service activities.

No. 50—Directing vaccination for smallpox at earliest practicable date of all personnel destined for or now stationed in Africa, Europe and the Middle East whose health records con-

tain no entry for such vaccination during past six months.

No. 51—Statement to armed forces of Secretary of the Treasury Henry Morgenthau Jr., heralding oversubscription of Fourth War Loan Drive on the home front.

No. 52—Authorizing disbursing officers outside U. S. to cash government checks for accommodation of military and naval personnel, civilian employes of the government, Navy contractors and accredited civilians operating with the Navy, under certain conditions.

No. 53—Regarding shoulder marks and buttons on gray working uniforms. (See story, page 65.)

No. 54—Transferring from the Office of the Judge Advocate General to the Chief of Naval Operations (Postal Affairs) the processing and approving of the bonds of Navy, Marine Corps and Coast Guard mail clerks and assistant mail clerks. Provisions of Alnav 39 remain unchanged.

No. 55—Transferring from the Office of the Judge Advocate General to BuSandA the processing and approving of bonds of chief pay clerks, pay clerks, acting pay clerks, and commissioned officers of the Navy and the Naval Reserve (and others).

No. 56—Authorizing Supply Corps reserve officers to submit application for appointment in the Supply Corps, USN, provided as of 1 March 1944 they have completed six months' active duty, hold a bachelor's degree from an accredited college, and were under 26 years of age at time of reporting for continuous active duty. Naval R.O.T.C. seniors who had not passed their 25th birthday on 30 November 1943 also may apply.

No. 57—Referring to Cominch Serial 540 and changing certain security terms.

No. 58—Transferring from the Office of the Judge Advocate General to the Chief of Naval Personnel, effective 10 March 1944, the duties and functions (other than legal) exercised in supervision and control of naval prisons and prisoners.

No. 59—Relating to the addressing of communications to mobile units.

No. 60—Suspending locally in commands where other facilities are adequate and satisfactory the accommodation service authorized by Alnav 52.

No. 61—Announcing removal of Alaska from Thirteenth Naval District and establishment of Seventeenth Naval District to include Alaska and

Aleutian Islands, temporary headquarters at Adak, permanent headquarters at Kodiak, effective 15 April 1944.

No. 62—Request from BuPers for applications for appointment to Chaplain Corps, regular Navy, from Naval Reserve chaplains who reported for continuous active duty on or before 31 December 1943, except those who had passed their 34th birthday upon reporting for active duty subsequent to 8 September 1939 and those on duty on that date who had then passed such birthday. Applications must reach BuPers prior to 1 July 1944.

No. 63—Establishes (effective 1 April 1944) uniform rate of 70 cents per diem, by checkage in pay account only, for officers regularly subsisted in general messes of naval vessels of all types and in general messes at naval activities outside the continental United States, including Alaska, with regulations for handling of accounts.

### Good Advice in Any Foreign Country

Instructions issued by the Office of the Naval Attache, American Embassy, Mexico City, Mexico, are now required reading for all naval personnel on leave or liberty in Mexico City but apply generally to naval personnel with leave or liberty in any foreign country. The principal rules are:

- 1: A naval uniform makes one conspicuous and of added interest to citizens of a foreign country. Mexican [native] military personnel and civilians, who expect to see only utmost sincerity on the part of all Americans toward winning the war, are apt to be most critical of appearance, attitude and actions of members of the armed forces. It is incumbent that every uniformed man conduct himself in a manner which will call for nothing but complete respect.

- 2: Take greatest care of appearance, cleanliness and condition of uniform.

- 3: Remember that members of your family who accompany you are subject to the same scrutiny. Do not, for instance, encourage your wife to appear in public in slacks or shorts.

- 4: Conduct of personnel in night clubs has caused most adverse criticism. Live up to your uniform.

# BUPERS BULLETIN BOARD

## Many NR Officers Eligible For Uniform Gratuity

Records of BuPers indicate that a number of Naval Reserve officers now eligible for an additional \$50 uniform gratuity have not submitted vouchers applying for it. A large number of officers who have entered the service since 9 September 1939 are now eligible.

Article H-8704, BuPers Manual, and Section 302, Naval Reserve Act of 1938, provide for the payment to Naval Reserve officers of an additional \$50 uniform gratuity each four years from date of receipt of the initial \$100 uniform gratuity, provided that other requirements of the regulations have been met. Applications should be submitted to BuPers on S&A Form 445—Revised.

## Identification Slip Required in Each Piece of Baggage

Placing of an envelope in each piece of baggage of naval personnel to furnish adequate identification in case of loss is directed by BuPers in Circular Letter 52-44 (semi-monthly N. D. Bul., 29 Feb., 44-233).

This step was ordered because of loss or misplacing of a considerable amount of baggage belonging to military personnel, particularly on rail-

roads in the United States.

To help return such baggage to the rightful owners, the Bureau directed that all personnel place in each piece of baggage an envelope containing (1) the current date; (2) full name, USN or USNR, etc.; (3) file number or service number; (4) present station and (5) destination. If necessary for security purposes, the present station or destination may be omitted.

Names and service numbers should not be stenciled on sea bags, BuPers said, because these bags often are re-issued.

## Dependents Not Allowed to Endorse Mustering-Out Checks

Checks for mustering-out pay belong to the veterans to whom issued and cannot be cashed legally by dependents, it was emphasized last month by Rear Admiral William B. Young (SC), USN, chief of BuSanda. Of the 50,000 mustering-out checks disbursed since 7 February, many have been illegally endorsed and cashed by dependents.

All eligible personnel (those with honorable discharges) mustered out since 15 February receive the first \$100 from their disbursing officers, who then forward all necessary information to the Field Branch at Cleveland, Ohio. It then sends any additional checks to the veteran's home

address. If this home address is changed, the veteran must notify the Field Branch over his own signature. The usual change-of-address card to the post office is insufficient, and several hundred checks already have been returned because the applicants had not notified the Field Branch when they moved.

## Training Courses Available for Pbm1c

The Navy training course and accompanying progress tests and examinations for Pbm1c are now available from Training Division, BuPers. Requests should be forwarded to distribution points listed in last month's Bulletin Board item on aviation training courses.

## Applications Invited For School of Music

Requests are invited from enlisted personnel for instruction at the U. S. Navy School of Music, Navy Yard, Washington, D. C. A basic course of approximately one year is offered for non-rated men and musicians, third class, who have had musical instruction and at least two years of musical experience. An advanced course, also of about a year, is offered for musicians, first class, who have had six or more years of naval service in the musician branch, one year of which must have been served at sea as musician, first class.

All requests for assignment to this school shall be submitted to the Chief of Naval Personnel via: (1) commanding officer, and (2) officer-in-charge, Navy School of Music. Musicians, third class, and non-rated men shall submit with their requests an application for entrance, a blank copy of which will be sent by the officer-in-charge of the Navy School of Music upon request.

(Details in semi-monthly N. D. Bul., 15 Feb., 44-173.)

## Revisions in Scholarships Pamphlet

The following revisions should be made in the pamphlet *Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U. S. Navy, 1943 (NavPers-15003)*:

Page 26, next to last line—change word "Maintenance" to "Memorial."

Page 27, fifth line—delete "Mrs. Thomas T. Cooke, 71 Macculloch Avenue, Morristown, N. Y." and insert "Mrs. Gilman Dorr Blake, 111 Park Avenue, New York City."

## Shore Patrol, Traveling Personnel Commended

The following letter has been received by Admiral Ernest J. King, Cominch, from F. S. McGinnis, vice president of the Southern Pacific railroad:

"Since the declaration of war on December 8, 1941, we have received very splendid cooperation from the Navy officers here on the West Coast in the handling of police matters in this area—especially insofar as assignment of Navy Shore Patrol at our key stations and on our passenger trains is concerned.

"The Commandants of the Eleventh, Twelfth and Thirteenth Naval Districts have taken a personal interest in this matter with the result that we are having very little, if any, difficulty in the handling of military traffic, including furloughs, on regular trains in this area. At the present time, based on the month of December, 1943, we are handling approximately 10,000 furloughed men on our trains daily, and the Navy Shore Patrol have played a very important part

in assisting our train crews, ticket agents and others concerned in policing the station and train situation.

"Many complimentary letters have been received, especially from women passengers using coach and chair car services on our trains, pertaining to the deportment of men in uniform. This is also greatly appreciated by us. I know, too, that this commendation is well justified, based on my personal observations of train operations and those of my assistants, and we heartily concur in the views expressed by women passengers.

"If consistent, I shall greatly appreciate your informing the Commandants and members of their staffs in the various Districts that Southern Pacific is well pleased with this service, and is appreciative of what the Navy Shore Patrol have done to help us out during these days of abnormally heavy passenger traffic on our trains."

# BU PERS BULLETIN BOARD

## Speculation on Military Operations Prohibited

In an effort to prevent disclosure of vital information of interest to the enemy, Secretary of the Navy Knox has directed all naval personnel to refrain from speculation or discussion, either privately or for publication, regarding secret weapons or equipment, current and future military operations or plans, movements of troops and ships, prior to announcement by the proper military or naval or higher authority.

There can be no speculation or discussion of important international conferences, the Secretary said, without prior authorization from the executive office of the President.

"Despite previous instructions to the service prohibiting disclosure of vital military information, reports have been received lately which indicate that leaks of vital information continue," the Secretary stated.

"The Commander-in-Chief, the joint chiefs of staff, and our military and naval leaders in combat areas are seriously concerned over comments in the press and on the radio, and disclosures to these agencies by American citizens, both civilian and military.

"Appropriate and positive disciplinary action will be taken immediately in any infraction of the above directive," the Secretary concluded.

(Details in semi-monthly N. D. Bul., 15 Mar., 1944.)

## Reservations Urged For Transient Hotels

To aid personnel in taking advantage of Navy operation of the U.S. Chamberlin Hotel at Old Point Comfort, Va., the commandant of the Fifth Naval District urges that incoming ships make advance reservations with the hotel liaison officer when it can be done without violating security. Com5 urges that greatest care be exercised in not overestimating needs. In the past this has resulted in discomfort to families forced to surrender quarters to incoming personnel with higher "priorities." The hotel gives officers returning from sea duty top priority. There are 250 rooms in all, each with private bath. Rates range from \$2.50 to \$4 per day.

The U.S. Chamberlin Hotel is one of three now operated by the Navy as transient hotels which enable officers with temporary shore duty or leave to reunite with wives and families. The other two are the Flamingo, at Miami Beach, and the Casa Marina, at Key West. At all three hotels, rooms are



Dope Sheet (NAS, Norfolk)

available at an average of \$3 per couple. Special restaurants and cafeteria facilities are operated.

Operation of the Flamingo and Casa Marina proved such immediate successes with officer personnel that similar transient housing is being planned for enlisted personnel of the area.

Scores of officers arrive in Miami and Key West weekly for refresher courses, rest, or brief stopovers. The housing situation of this established vacation mecca was always acute and is worse now. The two Navy hotels have made brief family reunions possible. There are no permanent guests.

## May Change 'Satisfactory' Discharges to 'Honorable'

The Secretary of the Navy has approved procedure whereby former enlisted personnel of the Navy who hold certificates of discharge issued "under satisfactory conditions" (BNP 661) may exchange them for "Certificates of Discharge Under Honorable Conditions." The change is designed to express more clearly the circumstances of the discharge.

The three types of discharge certificates now issued by the Navy are (1) Honorable Discharge, (2) Certificate of Discharge Under Honorable Conditions, and (3) Certificate of Unfavorable Discharge. (Details in semi-monthly N. D. Bul., 15 Mar., 44-311.)

## Reservations Necessary For New Orleans Hotels

Due to the shortage of hotel accommodations in New Orleans, Com8 has arranged for 14 reservations daily for naval officers ordered to New Orleans for temporary duty. Individual reservations for these rooms must be arranged before 1400 each day, and reservations will extend for only five days. Officers ordered to New Orleans should arrange for one of these rooms in advance of their arrival. The reservations will be handled by the Officer Distribution Section of the District Personnel office, Room 810 Federal Bldg., New Orleans, phone Magnolia 6500, extension 401 or 421.

## DISTRIBUTION of the INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

Normally copies are distributed only to activities on the Standard Navy Distribution List in the expectation that these activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.

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## THIS MONTH'S COVERS



A gun captain on a U. S. battleship holds a clip of 40-mm. shells ready to be loaded into a Bofors antiaircraft gun. **INSIDE FRONT COVER:** A close look at this "puzzle picture" will disclose the bow of a U. S. destroyer almost completely veiled by white spray as she smashes through heavy seas on Atlantic escort duty. **INSIDE BACK COVER:** Heavy guns of a U. S. cruiser light up the dark waters of the Pacific as the ship batters Japanese positions on Buka Island, north of Bougainville. Silhouetted in the foreground are the superstructure and two look-outs of a sister ship. (Official U. S. Navy photographs.)

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THE INFORMATION BULLETIN IS FOR

**ALL HANDS**

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# Don't write a DEATH SENTENCE



THIS is better than THIS



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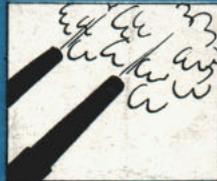
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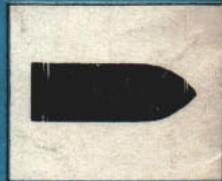
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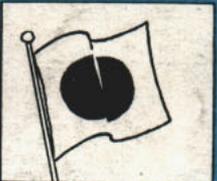
WEAPONS



EQUIPMENT



MUNITIONS



EFFECT OF  
ENEMY OPERATIONS



WHERE YOU'RE  
GOING



WHERE YOU  
CAME FROM



PRODUCTION



CASUALTIES



ROUTINE OR  
EMPLOYMENT OF  
MILITARY UNITS



CRITICISM OF  
EQUIPMENT, CONDITION  
OR MORALE OF  
ARMED FORCES



DETAILS OF  
WEATHER  
CONDITIONS

Don't be a  
**BLABOTEUR**