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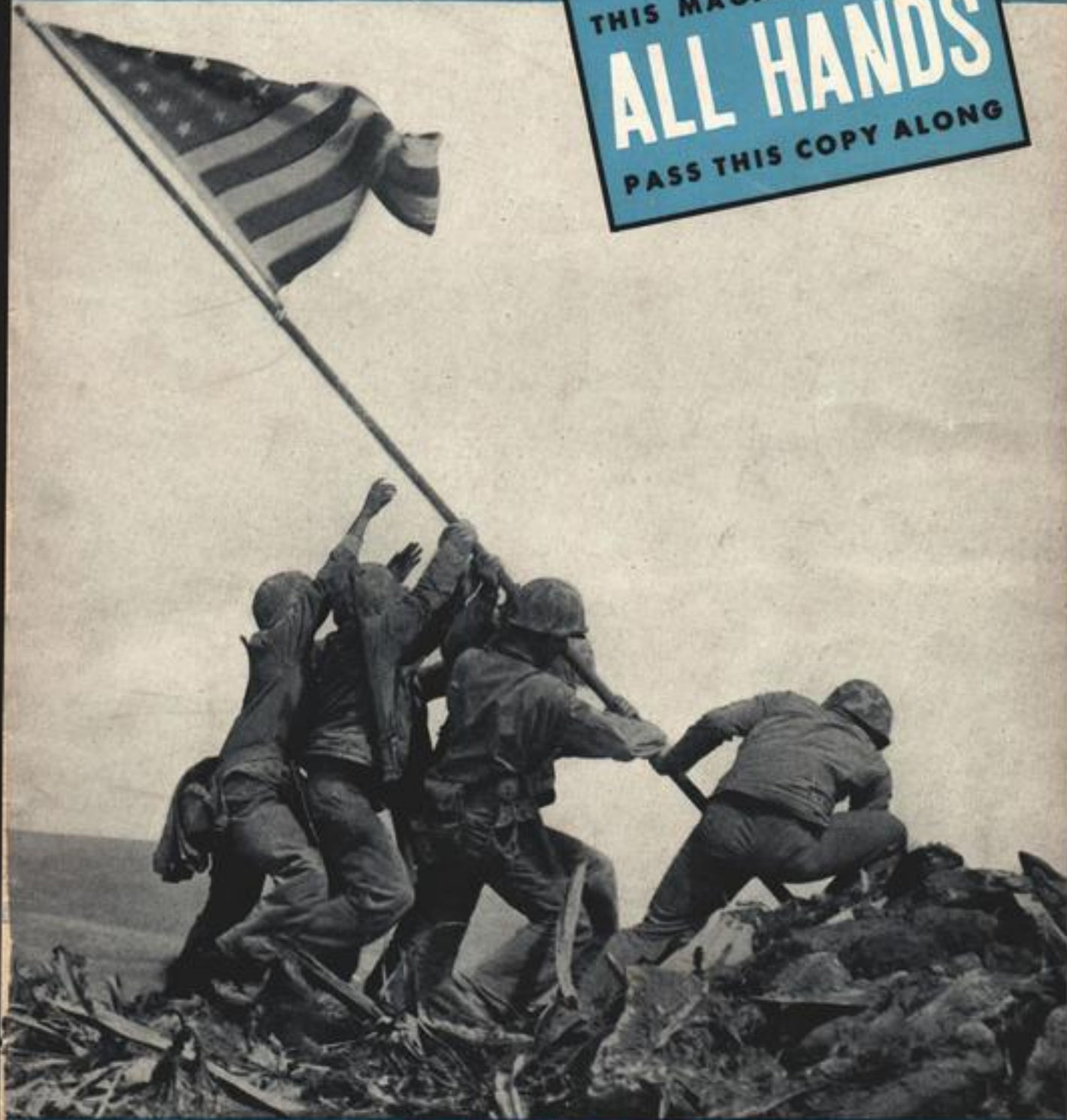


BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN

APRIL 1945

NAVPER-50

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IWO: D-PLUS-FOUR



DAY'S WORK DONE

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1945 NAVPERS-O NUMBER 337

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The Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue (see page 80). All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.; 15 cents per copy; subscription price \$1.50 a year, domestic (including FPO or APO addresses for overseas mail); \$2.25, foreign. Remittance should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

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IT IS FOR 10 READERS





Official U. S. Army Signal Corps photograph

Members of King Ibn Saud's entourage on rug-covered deck of U. S. destroyer.

MISSION TO ARABIA

The following article is excerpted from a recording made for the Office of Naval Records and Library by Ens. W. B. McCarthy, USNR, an officer aboard Destroyer "X," one of the ships assigned as escort for the cruiser which in February carried President Roosevelt to Malta where he met Prime Minister Churchill and flew on to their conference with Marshal Stalin in the Crimea. At Malta, Destroyer "X" was detached to proceed to Jidda, Saudi Arabia, via the Suez Canal and the Red Sea, embark King Ibn Saud and party and transport them to Great Bitter Lake, in the Suez Canal, for a conference with the President on his way home from Russia.

IT was in the Red Sea, the day before our arrival at Jidda, that the story was given to the crew. All of us were told where we were going, whom we were going to pick up and approximately how long they would be aboard. The officers immediately devoured three volumes of the Encyclopedia Britannica for information on Ibn Saud, Saudi Arabia and Jidda.

We arrived at Jidda at 1030 the morning of 11 February and anticipated entering the harbor at high noon so as to see the reefs off Jidda in their best light.

We were met by a pilot who, it seemed, was not anticipating us but merely floating around there in his dhow, sleeping and fishing and hoping for a ship to come in. He boarded us, ran up to the bridge in his bare feet and entered the pilot house, told us his name and requested of the captain permission to take the ship in. He had been a pilot for a commercial line before the war and had traveled about the world. He spoke very highly of himself, and we thought very highly of him by the time the trip was over. He was very interested in the depth

and the color of the water. A mountain top gave him a good bearing, and charts failed to interest him. But he was a very good pilot. We anchored approximately 3½ miles from Jidda, not taking any chances on going up on reefs.

The captain and the commodore (his flag was on Destroyer "X") got contact with the shore and obtained permission to go ashore and make arrangements with the U. S. Legation. Col. William Eddy, the American minister to Saudi Arabia, was there to welcome them.

We were to take aboard 48 Arabs—the King, his brother, his two sons, five ministers of various kinds, servants, cooks, porters, officers of the Army, communications officers and various aides.

The Sheep Arrive

Col. Eddy had been the only one in Jidda to be informed of the trip. He had kept it a secret to himself until the very day we arrived, when he informed the Legation why an American warship was entering Jidda for the first time in history. The King himself, coming down from Riyadh to Jidda, had kept the secret to himself until his caravan had arrived and he saw the ship in the harbor.

Five thousand feet of canvas was sent out to the ship that afternoon to build the King's tent. It had been decided that the King needed something under which to pray. A small covering was the original decision; from there it grew until eventually we covered our entire gun mount No. 1 aft

from our anchor windlass to the break of the deck, approximately 1500 square feet.

We began building it at 2200 and finished the next morning about 1100. The main worry, of course, was how long the tent would stand up once we got underway—the Red Sea is not smooth, and a destroyer does not ride like a battleship; and above all, we didn't have the equipment on hand to build something like this. No doubt the Bureau of Ships will supply plans to destroyers in the future for building tents when necessary.

That morning many boatloads of sheep were sent out from Jidda by the King. It was his idea to consider us as his guests for the trip; he planned to feed the entire crew. He therefore sent out some 80 sheep that we were to keep on the destroyer and take with us to Great Bitter Lake. Through Col. Eddy and much discussion we were able to convince him that such a thing was impossible; that we had plenty of food for ourselves.

The King then decided on 12 sheep for his own company. These were lifted aboard the fantail over the propeller guards, and we built a corral on the fantail for them, stringing lines between our depth charge release racks. There the sheep

were tended by a native shepherd. The King's group next began to bring aboard their rugs and trunks and various other living essentials—huge pots and pans for cooking; large gilt-covered chairs for the King and his son and brothers; rice, fruit, watermelon, onions and tomatoes.

That afternoon the King himself arrived. We were in full-dress uniform, manned the rail for him and fired a 21-gun salute with our 40-mm. antiaircraft gun. From Jidda there was a salute in answer from a very ancient field piece.

The King is a very large man, six foot four, weighs well over 250 pounds and carries himself truly like a monarch; but he has a very active life, has fought many battles, and it is impossible for him to go up ladders or to take high steps. So instead of bringing him aboard the ship from the whaleboat up the gangways, we hoisted the whale boat aboard with the King in it, swung her in against the skids, secured her and let the King step out. He enjoyed the whole thing immensely.

We left Jidda that evening at sunset, the pilot again taking us out. As he left the ship the captain presented him with a letter, with the destroyer's picture on top, saying that the pilot had taken the first U. S. warship into Jidda this date, and so on. We left in a rather heavy sea.

That evening the commodore and the King dined together with the royal princes. The tent on the forecabin had been decorated with all the trappings that a King of Arabia would normally expect to have in his own

Arabs Tented on Forecastle, Sheep 'Grazed' on Fantail As U. S. DD Carried King Ibn Saud to Meet President



Official U. S. Navy photographs
ON FANTAIL a sheep is slaughtered by an Arabian servant. In foreground others "graze" on the steel deck.



TENT "pitched" on the DD's forward deck shields her guests from the sun as the ship moves up the Red Sea.

private apartments. Great rugs had been spread on the deck—very beautiful, very deep, evidently very expensive. His throne was there, and we had rigged temporary lights under the tent.

These temporary lights, plus the various small charcoal stoves that the Arabs had set up about the ship, prevented us from darkening ship that night and every other night that the King was aboard. Because of the charcoal fires we found it necessary to set a security watch, a fire watch and a tent watch. One fire was started in our upper handling room of No. 2 mount but was discovered, of course, in good time and put out. The stoves were then brought out on the deck, where any embers could be blown over the side or could be put out without any great difficulty.

The Arabs not in the royal party slept about the deck in rugs. One of the royal princes put a tent over the 20-mm. gun by our No. 2 stack and slept under that. The King himself rigged up a small tent within the large tent that first night and would have stayed there the entire trip, I imagine, if we hadn't taken one or two large waves over the bow about two or three in the morning, forcing the King to leave. He then occupied the commodore's cabin, sleeping there each night and using the tent in the daytime.

King Holds Court

The next morning was perhaps the busiest of our voyage. After breakfast the King had a throne set up for himself aft of the No. 3 gun and there, with his sons, his brother, and Col. Eddy, held an audience at which time he met all the officers of the ship. We shook hands with him, saluted him and spent 5 or 10 minutes posing for pictures and talking with him, the conversations being translated by Col. Eddy. As we left we saluted him again, and he insisted on shaking hands once more. It's part of his procedure in greeting American guests always to shake hands with them—one of the American customs he fol-

lows, being a very splendid diplomat.

Following that we put on a show for him as best we could. We are not built for pleasure, but the things we do have can entertain a person who is not familiar with them. We fired our 20-mm. and 40-mm. guns, and our depth charges, which fascinated the King and seemed to terrify most of the Arabs. Formality between the crew and the Arabs had broken down completely and all were splendid friends.

The guns carried by the King's 10 bodyguards, men chosen from the 10 principal tribes in Arabia, were clogged with sand from their last encampment. As a gesture of friendship, we cleaned them. We also cleaned their swords. It is an Arab tradition that swords are never drawn unless they are to be bloodied. This

was the first time, I believe, that the tradition has ever been broken.

After lunch we showed our movies in the wardroom for the Arabs. The first movie was *Janie*, and the King's party seemed to enjoy that very much. We then showed *Best Foot Forward*, which has a great deal of music, and that brought down the house. We began with a very small audience, and by the time we finished there was hardly room left to breathe. The Arabs were sitting on the tables and everywhere else they could find.

Arabian-Style Dinner

That evening at sunset, sunset as determined by our quartermaster, we were invited to dine with the King on the forecabin. The tent deck had been covered with white tablecloths from

(Continued on page 57)



Officers and men of destroyer salute as the King is piped aboard at Jidda.

BATTLE FOR IWO



Official U. S. Coast Guard photograph

PERSUASIVE knock on the door of fortress Iwo Jima was given by heavy guns of the USS Tennessee, lying close inshore. Landing craft pass her on their way to beach.

SOFTENING UP Iwo in support of our sea and land operations, Navy Hellcats (below) snarl low over island to paste the Japs. In background, ships of invasion fleet.

Official U. S. Navy photograph





Official U. S. Navy photograph

LANDING craft look like comets as they dart for Iwo's southeast shore where the first wave hit. Mt. Suribachi, which Marines call Mt. Plasma, rises from pall of smoke.

MARINES of 4th Division charge from landing craft (below) on to volcanic beach, already a smoking hell of wrecked equipment and wounded from heavy Jap fire.

Official U. S. Marine Corps photograph





Official U. S. Navy photograph

FROM AIR, landing craft present a curious pinwheel pattern as they circle near a transport, awaiting H hour.



Official U. S. Marine Corps photograph

PINNED DOWN by Jap fire, marines hugged a sand dune at water's edge for a time, then fought their way inland.



Official U. S. Marine Corps photograph

ROCKETS were used by both sides on Iwo. With hit-and-run trucks like these, marines eluded Jap's counterfire.



Official U. S. Marine Corps photograph

FLAMETHROWERS were employed by marines to smoke the Japs out of dug-in defenses at foot of Mt. Suribachi.

JAP GRENADES COULDN'T STOP MARINES

"The United States flag," announced Pacific Fleet Communique No. 298, "was formally raised over Iwo Island at 9:30 a.m. on 14 March, although some resistance continues." But the flag-raising that will be remembered by history was the informal one atop Mt. Suribachi on D-plus-four, 23 February. There, battle-grimed marines of the 28th Regiment, 5th Division, lashed the Stars and Stripes to an iron pipe and stuck it up in volcanic ash, triumphant symbol of the bloody path they had cut to the summit they dubbed Mt. Plasma.

Associated Press cameraman Joe Rosenthal caught the action in what has been acclaimed the greatest photo of World War II (see front cover). A bill to have the picture translated into a monument has been introduced in Congress by Rep. Joe Hendricks of Florida. In the following story, T/Sgt. Keyes Beech, Marine Corps combat correspondent, describes the fighting that paved the way for the Suribachi flag raising.

THE raising of the Stars and Stripes on the crest of Mt. Suribachi was one of the hottest flag-raisings ever staged anywhere.

Even as Marine Platoon Sgt. Ernest I. Thomas, 20, of Tallahassee, Fla., and his men began to set up the flagpole a Jap popped out of a cave to hurl a grenade at them.

Other grenades followed, and Thomas and his men went after the Japs while two marines stayed to protect the flag. The flag-raising continued after the grenade-throwing Japs were cleaned out.

In the four-day battle that ended when the flag was planted on Mt. Suribachi, these things happened:

A lone marine charged an enemy pillbox and was met by a saber-swinging Jap lieutenant. The marine grabbed the saber with his bare hands, took it away from the Jap and cut off his head.

Two companies of marines engaged in a grenade-throwing contest with the Japs, not daring to use rifles for fear of hitting their own men. When daylight came they counted 77 dead Japs in the area.

One marine, alone, stormed a pillbox and killed 10 Japs before he himself was killed.

Two squads of marines were isolated by enemy fire at the base of Suribachi, 200 yards ahead of their lines. Two of the marines were killed, eight wounded. The rest fought their way back in the darkness, dragging the eight wounded with them.

Jap mortars are good, but so are ours. So good, in fact, that one night a Jap ran up to a Marine mortar emplacement and shouted, "Cease firing!"

Marine demolition crews planted a 180-pound charge in a cave at the



Official U. S. Marine Corps photograph

WIRESMEN of 5th Division race across field swept by Jap guns to set up communications between front and rear.



Official U. S. Coast Guard photograph

SUPPLIES from LSTs and LSMs begin piling up on Futatsune beach only a few hours after marines won a foothold.



Official U. S. Coast Guard photograph

ARTILLERY set up on the beach pumps shells into Jap strong points so that Marine infantry can inch forward.



PRISONERS were few, but here are three captive Japs. There were virtually no civilians on the fortress island.

IN THE HOTTEST FLAG-RAISING ANYWHERE

foot of Suribachi. A Jap picked it up and set it outside the cave, then turned around and started back in. The marines shot him and put the charge back where it belonged.

A Jap scrambled out of a pillbox and took off with a marine hot on his heels, jabbing a bayonet at his rear. But another marine cut down the Jap with a Browning automatic rifle.

Sgt. Edward D. Jones spoke enough Japanese to tell a wounded Jap to come out of a pillbox. The Jap refused, until Jones threatened to use a flamethrower. The Jap, second prisoner to be taken on the island, told Jones his father runs a grocery in Hawaii.

First Lt. Harold H. Stirling and his platoon met a dawn attack by 40 or 50 Japs. Just 60 minutes later the platoon had wiped out all of them with a loss of two marines killed and several wounded.

"I guess you could say we caught hell," said soft-spoken platoon Sgt. Thomas, who led the group of marines in raising the national colors over Suribachi.

"In my platoon we lost 17 men out of 46 at one time. That was when our platoon leader was wounded and I had to take over.

"After that," continued Thomas, "I don't remember much. I think I led some tanks to fire into pillboxes and caves.

"I remember a Jap coming out of a pillbox and setting up a Nambu (machine gun) on top of it. I think about 50 of us shot him at once.

"A marine climbed up on a pillbox with a demolition charge. A Jap came out of the pillbox—he didn't know the marine was there—and started to run away. This marine leaped on his back, and killed him with a knife."



OLD GLORY is lashed to iron pipe by three marines of 28th Regiment as first step in raising flag on Suribachi. The raising is pictured on front cover.

INSIDE JAPAN

Enemy Home Front Is Tough and Well Organized; Despite Privations, It Shows No Sign of Cracking

CIVILIAN hardships are increasing in Japan, the Office of War Information reveals in a report on the Japanese home front, but even after years of war, and in the face of increasing privations and the mounting tempo of Allied attack, the 75,000,000 Japanese remain solidly mobilized behind their government.

United States Government officials agree, OWI said, that although victory over Japan is certain, there is as yet no indication of a crack in Japanese civilian morale.

Facts for the report were obtained from the Foreign Economic Administration, which makes continuous studies of Japan's social and economic position; the Federal Communications Commission, which monitors Japanese domestic and foreign broadcasts; the Overseas Branch of OWI, which maintains a staff of regional specialists on the Far East, and other official sources.

Joseph C. Grew, Under Secretary of State and former United States Ambassador to Japan, said:

"Japanese civilians, although undergoing privations and living under severe restrictions, are doing so willingly and energetically. Japanese men, women and children are organized for war to an extent that we Americans, with our democratic tradition, find hard to understand. Japan's low standard of living, stringent diet, and the long working hours to which her people are accustomed, make home front conditions that seem like privations to us appear only discomforts to the Japanese.

"The Japanese are a disciplined and regimented people. We must realize that behind the Japanese fighting man whom we are even now in process of defeating stands a determined foe, the Japanese civilian, with whom we must also reckon before achieving eventual victory."

Some highlights of the report follow:

Rationing and Shortages

Food. Not a single item of food can be freely bought in Japan. Rice, salt, eggs, fish and other staples have been rationed since 1941; sugar since 1940. "Luxury" foods such as bread, meat, milk, candy and cheese, popular among city dwellers before the war, are virtually unobtainable.

The yearly rice consumption has been cut from 370 pounds per person to 40 pounds. For an adult male doing light work, the daily ration is $\frac{3}{4}$ of a pint of dry rice. Fish, second most important food in the Japanese diet, is also difficult to obtain.

Supply of rice and fish has been reduced by the war. Never self-sufficient in foodstuffs, Japan relied on imports. The shortage of ships has cut off imports from the south. Fish supply is short because there are not enough

fishermen, and because fishermen lack boats and fuel. Since the Japanese coast is heavily mined, many fishing boats have been accidentally sunk. More than 80 boats and about 900 fishermen were lost in two years off Kyushu. Fishing boats have only enough gasoline to operate $4\frac{1}{2}$ days a month.

Food rationing. The entire production of staple foods is bought up by a central food corporation, which provides first for the armies and sells the remainder to local food corporations, administered by local governments. Food rations are delivered to consumers through neighborhood associations. Each association serves 10 families.

When distribution fails. One Japanese village stretched a 15-day supply of rice rations for a month—even though fish was almost unavailable and there was no meat. Transportation system, dislocated and overburdened by freight movements, had broken down. Adults in Aichi prefecture went an entire month without sugar rations.

Black market. At a meeting in March 1944 to discuss the black market problem, a high Japanese official was reported as inquiring seriously: "How would it be if someone experimented to learn if it were possible to live on one's ration without black marketing?"

Buying food from the black market has become a common practice. Prices for "yamatorihiki" (bargaining in the dark) may be four times as high as ceiling prices. Officials' radio speeches indicate that "the black market rules the wartime economy of Japan." Rice, however, cannot be obtained on the black market.

Although it is punishable by fines up to 1000 yen (\$230), many Japanese claim "ghost" relatives to obtain extra food rations. Secret barter, hoarding and bootlegging of food have also appeared.

Clothing. Nearly every item of wearing apparel was rationed in Japan as long ago as 1942. The situation has deteriorated even further since then because: (1) ration points per person have been reduced, and the number needed to buy a specific garment has been increased; (2) newly manufactured clothing is of inferior quality, most of it made from "sufu," a synthetic cotton fabric that shreds after two or three washings; (3) available cotton has been earmarked mainly for war purposes.



LONG-SLEEVED KIMONOS are seen less often in Tokyo streets today as women help conserve silk for parachutes by wearing overall-type garments.



THEATERS have been closed by the thousands in Japan to bolster manpower. Pictured is Tokyo's largest theater.



CRABS are part of fish diet Japan reaps from the sea. Sea food has been cut by gasoline shortage and Jap mines.

The Japanese are trying to conserve 10% of their silk clothing material, so that fabric for 900,000 parachutes can be obtained. In the streets of Tokyo, members of the Japan Women's Association pass out cards to women whose kimono sleeves are of pre-war length. The cards read: "This is the time of decisive warfare. Please cut off your long sleeves." Seven out of 10 women have discontinued wearing long-sleeved kimonos, traditional Japanese women's wear for centuries. In their place they are encouraged to wear a type of overall.

Footwear. No leather shoes are available to Japanese civilians through legitimate channels. Wartime shoes are made of a linen cloth, fishskin or paper. Shoes of paper fall apart after a short time. Wooden clogs are rationed.

Fuel and other rationed goods. Matches, medicines, charcoal (most common Japanese home-heating fuel), gasoline, coal and kerosene are rationed. Match rationing began in 1940. There is no coal for private use. Gas and electricity are not allowed for heating.

Housing

An acute housing shortage prevails in Japan. As the bombing of Japan is intensified, this will be aggravated. Because the average Japanese home is flimsily constructed, mostly of wood and tile, 150,000 homes must be rebuilt yearly under normal conditions. For the last two years there has been virtually no housing construction except in the large cities. A number of houses have been destroyed in constructing wide highways across Tokyo to act as firebrakes.

In 1939, when non-essential construction stopped, the Government planned to build 300,000 low-cost housing units. By the end of 1942, only 4,000 units had been completed.

Despite rent-control measures, Tokyo rentals rose 150% between 1937 and 1943. In addition, repairs must now be paid for by tenants instead of landlords.

Manpower Problems

Stringent job controls and the Government's struggle to mobilize every worker, regardless of age or sex, indicate that Japan has an acute manpower problem.

National labor draft. Every Japanese is expected to work, by Government edict. All male inhabitants between 12 and 60, and all unmarried females between 12 and 40, must register with the labor exchange. Seventeen occupations are classified as non-essential to the war, among them: servant, salesman, elevator operator, actor. These jobs are filled exclusively by married women.

Working hours vary, mostly from 12 to 16 hours daily; the average is 11.4 hours. Workers get two days off each month for rest.

Public projects not contributing directly to the war effort have been suspended. Civil service personnel has been reduced 5%. Employment of the very young and very old has increased. University departments, except those offering technical or military training, have been closed.

Schools have concentrated study hours so that pupils could report for war jobs during the hours thus conserved. Thousands of university students work part-time in factories. Lower-grade pupils, even as young as 12, work after school hours and on Sundays. Children in the Shimizu primary school make airplane parts.

Some 10,000 teachers and ministers of the Shinto, Buddhist and Christian faiths contribute time to the making of planes and munitions. Many of Japan's 170,000 Buddhist priests have doffed their robes to do unskilled work

in the armament industry.

Farm workers. Manpower has been drained from Japanese farms into industry and the military services; 58% of the remaining farm workers are reported as doing part-time or seasonal work in industry. In Japanese villages there are very few men of 21 to 30. Most of the farm work is done by women.

Women workers have always done a large proportion of the heavy manual labor in Japan. Even before Pearl Harbor 30% of employees in Japan's major industries were women. They even mined coal. In 1942 approximately 83% of textile workers were women. In August 1944 Tokyo radio stations broadcast that employment of women in certain war industries must be stepped up from 10 to 60%.

Women are doing more work on Japanese farms. It was reported in one prefecture that "there is not even one family in the village whose husband has not been called to the Army. As a result we women have to get up at half past four in the morning. . . . For us there is no difference between daytime and evening, for we are busy from early morning until dark. . . . We are unable to take any rest before ten."

Foreign labor. The Government has stimulated efforts to import laborers from China and Korea. In 1944, Koreans constituted between 35 and 40% of the pit workers in Japan's coal mines.

Before the war these Koreans came into the country on a two-year contract. Efforts are being made to induce them to stay longer; increased allowances, better living accommodations and the opportunity to have their families join them.

The Japanese are reported to have kidnaped Chinese and forced them into labor battalions. Herded into trucks, the Chinese are taken to places where



WOMEN comprise 83% of Japan's textile workers. Here one displays vegetable fiber used for synthetic cotton.



MANUFACTURE of military autos and trucks is a Japanese priority war industry. Average work day is 11.4 hours.

they are needed as labor gangs or unskilled factory hands.

Wages and Living Costs

Wages in Japan are low by western standards. But the wages are supplemented with bonuses, sickness allowances, holiday gifts, dormitory or housing accommodations, "living out" allowances, retirement and discharge pay.

One survey reported that the average wage of Tokyo factory and office workers was \$16.10 a month, and that a few married couples earned as little as \$9.20 a month. Higher wages were paid in heavy industries and to seamen. The wage scale pegged by the Government in 1941 provided 22 to 76 cents a day for male workers in factories and mines, 13 to 27 cents a day for women.

To promote further savings and check a trend toward inflation, the Finance Ministry installed a system whereby 30% of salaries and 70% of all bonuses of higher officials earning more than \$34.50 a month were paid in national bonds or promissory notes deposited in savings accounts. This system was "recommended" to private enterprise.

Increased living costs. According to official figures, however, wages are not keeping pace with the increasing cost of living. Although runaway inflation has been avoided, the cost-of-living index in 1942 was 54% higher than in 1937. Between 1937 and 1943, real earnings of Japanese workers (i. e., the amount of goods and services their wages will buy) declined more than 40%, thus reducing their standards of living sharply.

All Japanese prices were frozen at the September 1939 level at the same time as a wage-stop decree was promulgated in October 1939. Official prices of many important items have been raised, however, in response to

pressures. Some goods are available only on the black market at prices four times those listed officially. The quality of Japanese consumer goods has deteriorated markedly.

Air Raid Defense

Japanese civilians, especially those living in highly industrialized areas which American B-29s have bombed, and such metropolitan districts as Greater Tokyo, are prepared for enemy air raids at any time, day or night. War workers are expected to report for work in war plants, regardless of air raids. Drills, both in industrial and residential areas, are reported being held regularly.

In January 1945 the Japanese Cabinet voted a \$460,000,000 air defense budget to expand fire-fighting facilities and construct permanent underground shelters for key government offices. The size of this appropriation may be measured by comparing it with the entire war expenditures of the 1941-42 budget—\$1,122,400,000. Approximately 41%.

In no part of Japan is civilian defense more elaborate than in Tokyo itself. Japanese living in the Tokyo area are required to wear standardized identification tags around their necks, giving name, address and blood type. Air defense moats have been built in 35 sections of the city. Shelter trenches have been dug along sidewalks. Essential materials, such as foodstuffs, supplies for infants, clothing, fuel and housing materials, have been stored in places considered safe from air attack. Rice porridge canteens have been set up in Tokyo municipal mess halls.

Evacuation plans. Compulsory evacuation of non-essential civilians has been carried out in the principal Japanese cities of Tokyo, Yokohama, Kobe, Kyoto, Yokosuka and the industrial areas of Kyushu and Nagoya. Ap-

proximately 2,000,000 of Greater Tokyo's 6,700,000 inhabitants have been ordered to leave the city. Fifteen sections of the city were cleared of inhabitants. Residential areas adjacent to factories and railway stations were the first evacuated.

Those with relatives in rural areas were advised to join them and "incorporate themselves into farming life."

Civilian Restrictions

The majority of geisha houses and restaurants and many theaters have been closed. Transportation by private automobile is virtually nonexistent and travel in trains is drastically limited. Taxes have been increased.

Those with relatives in rural areas were advised to join them and "incorporate themselves into farming life."

The Japanese may not make railroad trips of more than 60 miles, even on urgent personal business, without a police permit. Even for shorter trips, only restricted numbers of railroad tickets are available. Tourist and pleasure travel is prohibited. Sleeping car service has been discontinued, and there are only 16 express trains.

There were relatively few privately owned automobiles in Japan before the war. Today even official cars are powered by coal- or charcoal-burning engines to conserve gasoline.

Other war measures. Apartments in Tokyo are rented according to strict priority regulations. What few private telephones there were in Japan have been transferred to public offices and war plants.

Prices of all kinds of tobacco, except cigarets for the armed forces, have been increased 50% to provide revenue.

A pair of men's leather shoes on the Tokyo black market costs about \$69, several month's salary for the average skilled Japanese worker.

No evening newspapers have been published in Japan since March 1944. Morning papers are limited to four pages. Restrictions have also been imposed upon magazines.

'One Team on the Field, Another Ready To Go In and Exploit Weaknesses'

The words above are from the annual report of the Secretary of the Navy to the President, and they sum up the principle of the Navy's nonstop, powerhouse operations in the Pacific.

No combat report, such as is Fleet Admiral King's (see p. 25), Secretary Forrestal's report shows what went on behind the scenes to make such combat possible: what problems faced the Navy during the fiscal year ending 30 June 1944, what the solutions were and the results, and what still lies ahead.

"By the end of the 1944 fiscal year," wrote the Secretary, "the United States Navy was the largest in the world. Why, then, do we plan to build more ships in 1945, 1946 and 1947?"

His answer:

"Of course, we must forearm ourselves against heavier losses as we approach Japan, fighting not only her Navy but her air power. But there is another and more profitable reason . . .

"We must maintain and increase the tremendous margin we now have. . . . The Navy's operations in this war resemble the use of multiple teams in football—one team on the field, another on the sidelines, a new, fresh one ready to go in and exploit weaknesses that become apparent. That requires surplus power . . .

"The greater our strength, the sooner our victory."

The Secretary recommended that after the war the U. S. and its Allies should keep fleets capable of controlling the world's oceans: "The means to conduct war must be in the hands of those who hate war."

Highlights from the report:

LOGISTICS is no new problem to the Navy—but its present dimensions are. As of 30 June 1944 the U. S. Navy had to maintain, arm, fuel and repair 1,108 warships, plus 60,191 other craft, and 34,000 planes.

There were 3,623,000 officers and men to be housed, fed, clothed, transported and trained. The flow of men and materials carried 3,000 miles across one ocean, 7,000 miles across another. Fleet operations are based on over 900 shore establishments, including advance bases, some of which are as large as Peoria, Ill., or Columbia, S. C.

To put one Navy air base unit ashore in Kwajalein after our invasion in January 1944, "Orders for the critical equipment . . . had to be placed in September 1942, a year and a quarter before the invasion."

The log of the fast carrier task force of the 3d Fleet shows that at the time the Jap fleet was sighted on 23 Oct. 1944 the carrier force had been away from its base for two months and had engaged in 16 combat actions, ranging over 1,800 miles from north to south. Nevertheless it was able to engage the Jap fleet in the decisive Battle for Leyte Gulf.

Such sustained action, the report added, is "dramatic illustration" of adequate logistic support.

PRODUCTION for the Navy had reached peaks by June 1944 which will probably not be equaled during the remainder of the war. Some records:

- Main items delivered were 42,248 naval craft (32,000 of them landing craft). Among the 678 combatant ships were one battleship, six 27,000-ton carriers, four 11,000-ton light carriers, 69 escort carriers, 13 cruisers, 115 destroyers, 399 destroyer escorts and 71 submarines.

- In the last six months of 1943, Navy Yards and private shipyards turned out 256 DEs—an unprecedented record of nearly three every two days.

- During the next six months, an average of 107 new landing craft hit the water every day: "They made the subsequent invasions possible."

- The 24,000 new combat aircraft accepted exceeded by 80% the total for the three preceding years combined: "Mass production of planes made possible the great naval air battles over the Philippine Sea."

"This record-breaking production was a solid tribute to the power of industrial America," said the Secretary. "The Navy here reiterates its gratitude to the men and women whose genius, skill and devotion made this production possible."

As it faced 1945, the Navy's production problems were: assault ships, rockets, high-capacity ammunition, repair parts.

RESEARCH. The two most spectacular new weapons used in this war are rockets and radar. Yet Navy records show an unsuccessful test firing of a military rocket as far back as 1863, in the Washington Navy Yard. And radar stems back to basic research begun at the Naval Aircraft Radio Laboratory in Anacostia in 1922.

"Wars are fought primarily with weapons which were developed before the fighting began," the report points out. "During war a nation has time only to improve and adapt weapons."

Solution for this, the report advocated, was the establishment by law of an independent agency devoted to long-term, basic military research.

TRAINING. "Today the world's greatest naval force is manned predominantly by men who had had no previous seagoing experience. That fact deserves remembering."

Of the officers serving at sea on 30 June 1944, 8 out of 10 were reserves, and the ratio among enlisted men was probably at least as high. Nine out of every 10 aviators serving at sea were members of the reserve.

Combined strength of Navy, Marine Corps and Coast Guard reached 3,633,211 on 30 June 1944, a record increase during the year of almost 1,420,000. Main need for additional personnel: "We moved faster than we had anticipated."

Training them was tackled four ways: expansion of the Navy's school system, "pre-commissioning" training for crews, intensified use of training aids and shortened training periods.

"With ingenuity and courage," the Secretary said, "young Americans of this generation have gone down to the sea, learning to handle and to fight intricate modern warships in a manner which should make the men of this Navy legendary."

HEALTH. Of every 100 marines and Navy men wounded in combat, 98 recover. For the story behind this, see "amphibious medicine" report, on next page.

FINANCE. During the year the Navy got 28 billion dollars to spend (total since 1 July 1940: \$118 billion). To provide prompt and accurate accounts of this money and its uses, the Navy adopted several steps, among them: centralized direction of fiscal procedures, untangling of overlapping accounting activities, consolidation of 900 field disbursing offices into 15 regional ones.

The report concluded with a tribute to "the men who have fought and who are still fighting our battles on the sea," and included for the President's attention several typical citations: "The stark recital of some of their deeds is the most eloquent testimony to the patriotism of our bluejackets and our marines."



Official U. S. Marine Corps photograph

SECRETARY Forrestal watches as marines hit the beach at Iwo Jima.



Official U. S. Marine Corps photograph

NAVY doctors and corpsmen at an aid station on Iwo Jima administer plasma and whole blood to wounded marines.

'AMPHIBIOUS MEDICINE'

Road to Recovery Begins on the Beachhead
For 98 of 100 Men Wounded in Invasions

The article on these pages is an excerpt from the Secretary of the Navy's annual report to the President (see preceding page).

BECAUSE 1943-44 was a year of invasions, the predominant problem in caring for the health of the men in the Navy was the task of taking medical care into beachheads.

The solution was the creation of amphibious medicine. The Navy evolved a chain of medical facilities reaching from the corpsmen on the beachhead to aid stations, to field hospitals, thence to special hospital ships, and finally to fleet and advance base

hospitals. Through this chain of medical care marines and Navy men wounded in combat moved to safety with such success that, out of every 100 wounded men, 98 recovered.

The twelve months ended 30 June 1944—encompassing the invasions of Sicily, Italy and Normandy, Tarawa, Kwajalein and Saipan—brought about a full-blown development of amphibious medical devices with which the Navy had previously experimented.

Care on Beach

In an invasion the medical care of the wounded begins on the assault

beaches.* Assault troops land accompanied by hospital corpsmen who are especially trained and medically equipped to give first-aid treatment of life-saving proportions to wounded men. These corpsmen are the real heroes of our medical organization. They are the first to see and care for the wounded. By the use of plasma, control of hemorrhage and proper splinting they are able to evacuate wounded whose lives might otherwise be lost.

There are eight hospital corpsmen to each infantry company—one corpsman to every twenty-five men in the

*Men wounded in landing craft on the way in are given first aid by the boat crews, who are trained and equipped for that work, and are returned to the ships from which they came.

front lines. In addition to their knowledge of first aid the corpsmen also are taught how to protect themselves from enemy fire and are trained in all phases of an amphibious assault. These men move inland with the advancing troops.

They are soon followed by the battalion aid station, consisting of two medical officers, eight hospital corpsmen, stretcher bearers and jeep ambulances. The battalion aid station begins the collection of the wounded, augments first aid and continues the administration of plasma before evacuation to the beaches or to the field hospital. The jeep ambulance, which was first used on Guadalcanal, has proved invaluable in evacuating casualties from the front lines to the aid station, field hospital and to the beaches. The battalion aid station has two of these ambulances with a total of fifty-two for each Marine Corps Division. Each ambulance is capable of carrying two stretcher cases and two ambulatory wounded men. It is combat-loaded with essential medical supplies, splints and equipment so that it not only acts as an ambulance but also as a mobile first aid unit.

Field Hospital Arrives

The next medical echelon to arrive on the beach is the regimental aid station which is soon followed by the field hospital. The field hospital is staffed by five medical officers and seventy hospital corpsmen. It is divided into a collecting company and a hospital section. The collecting company assists, as necessary, with the collecting of the wounded while the hospital section sets up and begins definitive life-saving surgery. For this purpose the hospital personnel have a portable plywood surgery which is brought ashore in landing craft.



BOAT CREW, trained and equipped to give first aid to men wounded going into the beach, takes a marine casualty aboard from an amtrack hit off Iwo Jima.



LSTs handled more casualties in 1943-44 invasions than any other type of ship. This one was at Leyte. Wounded were borne through boiling surf to ramp.

Tarawa, two such hospitals were set up and were doing major surgery within six hours after the time they landed on the beach. On Tinian one such hospital was doing major surgery within four hours after landing. There are five of these hospitals to each division, each capable of handling from two to three hundred patients. After treatment they act as holding hospitals for the more seriously wounded who cannot be transported and as clearing units for wounded who can stand immediate evacuation seaward.

The seaward evacuation of casual-

ties begins shortly after the landing of assault troops. A medical platoon which is attached to the shore party commander lands shortly after the assault troops and is responsible for the evacuation of land casualties seaward. The platoon is equipped with essential medical supplies for first aid and with jeep ambulances for lateral communication. Each beach medical platoon which operates on the beach in support of a Marine battalion consists of one medical officer, eight hospital corpsmen and stretcher bearers. Immediately upon landing they establish a beach evacuation station, collect and render first aid to casualties and prepare them for evacuation to the ships. As the ground troops advance inland, the beach medical platoon remains on the beach as a receiving point for wounded men being evacuated seaward from the battalion and regimental aid stations and from the field hospitals. When the beachhead becomes secure the platoons consolidate at selected points most convenient to inland communications. They continue to function, living in foxholes and subjected to frequent air bombardment, until their job is accomplished. In the Normandy invasion they remained under these conditions for thirty days.

Evacuation of Casualties

The actual method used for evacuating casualties from a beachhead to a ship depends on the character of the terrain and the hydrography of the area invaded. In general, any landing craft capable of landing on a beach is suitable and is used for the return of wounded men to a designated casualty handling ship. In the Pacific where coral reefs are frequent, transfer of casualties from a craft capable of surmounting the reef to faster crafts becomes expedient.

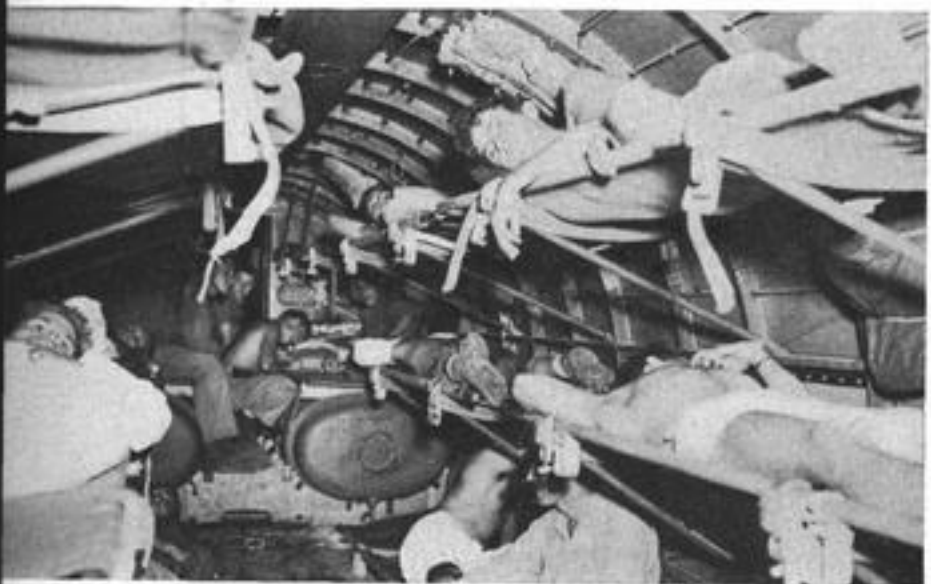
The ships receiving wounded are designated, equipped, and trained

Official U. S. Coast Guard photographs



Official U. S. Marine Corps photograph

JEEP ambulances, first used on Guadalcanal, are now standard equipment of battalion aid stations. Each Marine division has 52. Here Maj. Gen. William H. Rupertus, who commanded 1st Division on Peleliu, talks to stretcher cases.



Official U. S. Navy photograph

WOUNDED are taken from beachheads to advance base and fleet hospitals by transport plane (above) and hospital ship (below). Under best conditions most go by air. Hospital ships must reach beachhead by day, leave before night.

Official U. S. Coast Guard photograph



prior to an invasion. They are manned with well trained surgical teams and hospital corpsmen and are equipped with the latest surgical equipment and supplies. The ships may include assault transports (APAs), LSTs, hospital carriers (APHs) and hospital ships (AHs). Each type has its particular role. The hospital ships (AH) usually arrive in the combat area on D-plus-one, during daylight, and receive fresh casualties, if the situation demands, or take aboard wounded men from other ships which have reached their casualty-carrying capacity. The seriously wounded are given priority in transfer to hospital ships. The hospital ships depart from the area before nightfall, taking their wounded to base hospitals in the rear. The hospital carrier (APH) is the second type of ship to depart. The assault transport (APA) and the LST are the last ships to leave for the rear areas.

The LST has proved invaluable as a ship for the evacuation of the wounded. It was first used in the follow-up to the Sicily and Italy invasions and later in the Pacific. At the present time it is being used in the Pacific as a casualty control vessel and, in one instance, as a hospital ship. The casualty control LST takes its position near the beach and all casualties from the beachhead are routed to it for distribution. Some of the wounded men are retained on board while others are sent, after examination, to assault transports, hospital carriers and hospital ships.

The LST bears the distinction of handling more casualties during the 1943-44 invasions than any other single type of ship. It is ideal for short hauls where the early discharge of wounded is possible. The arrangements made to handle wounded from the Normandy beachhead were, perhaps, the most interesting. A special fleet of LSTs was designated for this task. They were loaded with combat men and equipment which could be off-loaded on the beaches with special rapidity, quickly freeing the LSTs for their assignment as evacuation ships. Frequently in the early phases casualties were loaded before the ships were completely unloaded, affording the earliest possible care of the wounded. As soon as the combat equipment which the ship brought to the beachhead was out of the way, the LST became both an operating theater and a casualty-carrying ship on its return trip to England.

Low Mortality Rate

In the Normandy operation medical care during the assault phase was exacting because of the nature and the severity of the wounds. Definitive life saving surgery was practiced on a large number of cases aboard LSTs and the majority of the wounded reaching England for hospitalization were in excellent condition. The result: an extremely low mortality rate of three-tenths of one per cent among the wounded reaching England.

These LSTs handled 41,035 wounded as their contribution to the Normandy

(Continued on page 72)

BOTTLED BLOOD

Navy Flies 1,000 Pints A Day to Pacific Area

WITHIN 48 hours after it had drained from donors' veins at five West Coast Red Cross centers, whole blood was reviving wounded men in the Philippines. When the Marines clawed out a beachhead on Iwo Jima, whole blood went right along with them in special landing craft that carried no other cargo.

Approximately 1,000 pints of the precious fluid are being flown out to the Pacific area each day by Naval Air Transport Service, the amount varying as needs change, and medical authorities declare that fatalities have been and are being sharply reduced by the availability of whole blood in sizable quantities.

Although the life-saving value of plasma cannot be minimized and it is still the most widely used restorative—the No. 1 item in each hospital corpsman's front-line supply kit—many wounded need whole blood.

"It's probably the greatest single factor in the saving of lives since the development of sulfa drugs," was the comment of Capt. C. P. Archambeault, (MC) USN, division surgeon of the 3d Marine Division, as he watched quantities of whole blood moving right up to company medical stations at Iwo.

In the Iwo operation, blood collections at donor centers in San Francisco, Oakland, Los Angeles, San Diego and Portland were timed with the departure of fleet transports from the Marianas. NATS planes flew the bottled blood to Guam, the Pacific's blood distribution center, where it was loaded aboard special craft in special containers that required daily ice refreshing. Additional small containers were used to take it ashore. Properly packed, whole blood after 21 days still has 75% of the efficiency of freshly drawn blood.

The special lightweight refrigerators used to store the blood on NATS planes contain 16 pint bottles and are capable of maintaining the proper temperature for more than 60 hours.

While the Army is responsible for European distribution, the Navy handles Pacific distribution. A blood bank facility has been set up at Guam whence whole blood is supplied to Army field and evacuation hospitals, Marine field hospitals, Navy base hospitals and hospital ships, amphibious forces and major ships.

One of the chief benefits of bottled blood is that it reduces the need of seeking donors among other fighting men. For example, a soldier was about to give a direct transfusion to a badly wounded sergeant near the Ormoc-Limon line on Leyte when the first bottles of blood reached the Army field hospital. The home front blood was used . . . and the would-be soldier donor returned to his duties.



Official U. S. Navy photographs
WHOLE BLOOD, packed in refrigerated cartons, is loaded on NATS cargo plane by sailors (above) to be sped to battle zones. In front area, wounded man (below) is given a transfusion of life-giving whole blood by medical men.



IT COULD BE A TRAP.



The Sub Crew Watched Through Gun Sights As the Rescue Crew Paddled to Jap Isle

JAP bullets were winging over the deck of the USS *Harder*. The submarine's skipper was talking to the crew. He was a 38-year-old Texan, Comdr. Samuel D. Dealey, USN.

"I want you to know," he said, "if you go in there, heavy fire from the shore may force us to cut away and back down—and we may not be able to come back after you."

He paused to let it sink in. He was asking for volunteers and he wanted them to know what they were letting themselves in for.

"And another thing," he added, "the Japs may be setting a trap, just waiting for more men to get further in." It could be a trap. That was the hell of it.

They were lying off an island—a Jap-held island. They had watched a man crawl out of the surf on to the beach. Now he was on his feet, leaning on a pole, waving to them. But was he an American? He didn't have a helmet, a life jacket, or anything that could be identified as U. S. Navy gear. His flying suit was wet and looked black. His face, too, was dark, maybe from sun, maybe from rising sun. Another funny thing was a second figure on the beach, a native who just squatted and watched.

How many Japs were watching from behind the palms was the ques-

tion. It was in the back of the captain's mind. It was in the crew's. But when the captain asked who was going in to bring the flyer back, every man wanted to go.

The Rescue Party

The captain had no trouble picking a rescue party. His gunnery officer, Lt. Samuel M. Logan, USN, a Kentuckian who was No. 2 man in his class at Annapolis, headed the expedition. With him went Francis X. Ryan, MoMMic, USNR, 20, of Shenandoah, Pa.; Freeman Paquet Jr., GMic, USN, 25, Milford, Conn.; and J. W. Thomason, SC1c, USNR, 24, Danielsville, Ga.

Getting ashore was no cinch. The surf was kicking up. The rescuers had hardly shoved off from the submarine when the seas capsized their rubber boat. A second boat had to be launched. In this the four men fought their way toward the beach.

From the *Harder*, eyes followed the rubber boat as it bobbed across the reefs. Many of the eyes watched through gun sights, for every gun aboard was trained shoreward, ready for Jap trickery.

As they watched, the man on the shore looked as though he were up to something. He was. He had a rubber

raft of his own. He inflated it and pushed off weakly into the water. It looked as though he might be trying to elude the men from the submarine as he swung away before the current and the wind. But the rescue party bore down on him and finally closed and grappled with him and his raft.

He was an American flyer all right—Lt. (jg) John R. Galvin, USNR, 24, of Burlington, Iowa.

Lt. (jg.) Galvin had taken off from his carrier, the USS *Bunker Hill*, before dawn for an air strike at Woleai in the Carolines.

The flyers thundered over the target about 0730, and as they dove to attack, the Japs filled the sky with flak. It clipped Lt. (jg) Galvin. Smoke filled the cockpit and flames shot out around his legs. Yanking back on the stick, he pulled the plane up to about 1,000 feet so he could bail out. As he went over the side a hose connection of his anti-blackout suit caught and he crashed into the tail of the plane. His back and right side were wrung with pain. He fell away from the plane and just had time to tug the rip cord before lapsing into a daze.

Swimming for It

Galvin came to in the water, about two miles from land. First thing he did was free himself from his chute. His pack gone and life raft, too, he had to swim for it.

"I could not unzip my anti-blackout



I got to my feet and waved. The sub came up to the reef and then backed off to look for a better approach. After what seemed to be a long wait—15 to 30 minutes—the sub reappeared and came right in to the very edge of the reef.

"Meantime, a TBF had dropped me a raft in response to my request written in the sand. I inflated the raft and pushed off from shore. However, the tide and wind carried me in the opposite direction. I sighted three men in a rubber boat coming toward me from the sub. This boat capsized in the rough water, however, and a fourth man in another overtook the three and this rescue party soon reached me. They put me in their boat and by wading and swimming managed to get me back through the reefs. It was tough going, but by very strong swimming and with the help of a line they made it back to the *Harder* and lifted me aboard."

But this wasn't the end of the rescue story, of which Fleet Admiral Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet, said: "I consider the performance of the commanding officer, the officers and crew of the *USS Harder* one of the outstanding rescue feats accomplished to date in the Pacific Area and in keeping with the highest traditions of the entire submarine force."

New Crew Member

The *Harder* was on war patrol. So Galvin became a member of the crew of one of the Navy's most gallant submarines. It was a new kind of war for a carrier pilot, but the days that followed, some of them full of excitement, were "the most pleasant in my whole life," for Galvin.

The *Harder's* executive officer, Lt. Comdr. Frank C. Lynch Jr., USN, 30, of Devon, Pa., gave up his bunk to the flyer, while food prepared by ship's cook Robert Moore helped nurse the wounded man back to health. Later, Lt. Keith Phillips, USNR, 26, Los Angeles, the *Harder's* chief engineer, gave up a lower bunk for an upper so Galvin with his injuries wouldn't have to climb. The submarine really had a chance to put on a display of hospitality when Galvin's birthday came around. Somewhere under the Pacific, the commissary department baked a cake.

The *Harder* was also cooking with gas dishing out death and destruction,



NOW he was on his feet, leaning on a pole, waving to them. . .

suit far enough to get out of it," Galvin wrote in his report later. "I was able to open the chest zipper, but the leg zippers were tight and refused to budge . . . that zoot suit made swimming extremely difficult, not only because of the weight but because of the interference from the dangling hose."

He lightened himself by discarding his pistol, cartridge belt, knife and one shoe.

"I am not an expert swimmer," Galvin relates, "but I found that by swimming on my back I could make the best headway. I swam on my stomach only occasionally to take a look around to get my bearings . . . After three hours and 15 minutes in the water, I finally made the outer reef of Tagaulap Island where I could rest. I removed my life jacket. I could not stand up because of my injuries and because I was exhausted from the long swim. However, after a short rest, I managed to cover the 400 yards to the beach by crawling and scooting on my left elbow. I was not able to use my right arm or leg."

His face was bleeding heavily from cuts on the coral when he pulled himself cautiously up on the beach.

"I expected to see a bunch of Jap snipers come out of those palms and either shoot or capture me any minute. But there just wasn't anything I could do about it.

"I did not see the *Harder* until it was heading my way as I was lying on the beach. With the aid of a pole,

but the recipe is something the Japs would like to know. All that can be said is that when the *Harder* returned to base, Galvin went ashore to have pinned to his shirt, along with his Navy wings, the silver submarine insignia which is awarded for successful underwater attacks against enemy shipping.

Rear Admiral Ralph W. Christie, USN, Commander Submarines, Southwest Pacific, and now Commandant, Navy Yard, Puget Sound, presented Galvin with a card that read: "To a gallant aviator who went AWOL, rejoined the U. S. Navy as a submarine officer, and qualified in one patrol."

The epilogue to the *Harder's* record, which a Presidential Unit Citation called "distinguished" and "brilliant," was written in a communique. On 2 Jan. 1945 she was reported overdue and presumed lost. Four of the men, Lynch, Phillips, Ryan and Thomason, who had figured in Galvin's rescue, had been transferred before her last patrol. But among the missing were Comdr. Dealey, the skipper (INFORMATION BULLETIN, March 1945, p. 58); Lt. Logan and gunner's mate Paquet who went after Galvin in the rubber boat; and Moore, the ship's cook, who nursed the flyer and had a hand in making his birthday cake.

SEAGOING CRADLES

Time Was When a Ship Went to Drydock— Now Drydocks Go to Ships in Forward Areas

THEY call it an ARD, and from an aesthetic viewpoint it may be the monstrosity of the U. S. Navy; but its presence in the forward area has enabled hundreds of damaged ships to be repaired near the front lines and hustled back into the fight.

The ARD—auxiliary repair drydock—is a ponderous, mobile hull that can belly down into the water, virtually scoop up a crippled destroyer, pump itself dry and rise to cradle its ailing occupant for repairs.

Service Force, Pacific Fleet, employs more than a score of these strange ships. They have no individual names; only numbers. They are part of the Navy's answer to the forward area rapid-repair problem.

In many respects they are cheaper and more practical than the land-based drydock. Most important of all, they are mobile. They rely on dry land in only one respect: they must operate in sheltered waters where they can moor securely and operate without interference from a swelling, stormy sea.

The ARD is not a wartime invention; but the war has brought to light its extreme practicality and afforded a lot of practice in its use.

Most ARDs can dock anything up to an LST, which is larger than a destroyer. Their tanks are flooded for submerging, an operation which lowers the great hull into the water with the gate in its after end open. When the inner bottom of the hull is below the hull of the ship to be docked, the "patient" is floated into the enclosure. The gate then is closed and the water pumped out. This raises the hull and leaves the occupant, which has been braced and secured on each side to prevent tipping within the basin, high and dry for repair work.

The ARD has no self-propulsion,

its mobility depending entirely upon a towing vessel such as a fleet tug. But in many other respects it resembles any large vessel. It has a pointed bow and a bridge and pilot house top-side forward, together with comfortable living quarters and wardroom for officers. Most of the crew's quarters, along with the crew's mess, are in the compartments of the hull on either side of the repair basin. The ship's normal complement is about five officers and 120 men. A machine shop with facilities for fairly extensive repair work is part of the vessel's equipment. For the big jobs, however, a repair ship generally works in conjunction with the ARD.

One of the hardest-working veterans in Service Force's fleet of ARDs is ARD 2, the Navy's first floating drydock to go outside the continental limits. Commissioned in April 1942, she left the States to complete fitting out at Pearl Harbor, where the crew was given much practical training. Twenty-five destroyers were docked in her basin during her stay there, mostly for improving and modernizing.

In October 1942, towed by the USS *Prometheus*, a repair ship, ARD 2 left Pearl Harbor on the long voyage to Noumea, New Caledonia, passing through the then Jap-occupied Ellice Islands well within enemy submarine patrol range.

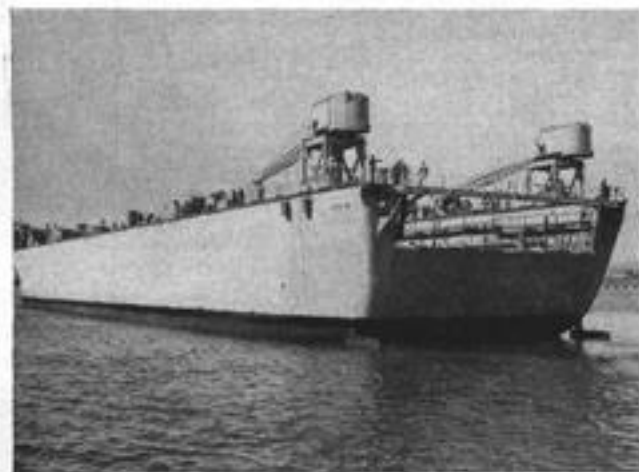
There was a lot to be done at Noumea, and for 20 months ARD 2 and her industrious crew did it, increasing the number of ships docked to a total believed to be a record for floating drydocks in this war. For the first six months the work proceeded on a 24-hours-a-day basis, with the crew working in shifts. She was the only drydock in the forward area, and the need for her facilities was both extensive and urgent.

On one occasion during those trying

months the ARD 2 cradled three small craft in her basin at once. The largest single ship she handled was the *Delphinus*, a 4,300-ton cargo vessel which had grounded. For 17 days the *Delphinus* had ripped her bottom on a reef, and thus required extensive surveying and trimming under water prior to drydocking. This is the most dangerous phase of an ARD crew's work. The jagged edges of buckled plates and holes torn in the hull of a vessel must be trimmed off before it can be floated into anything operating on so narrow a margin of depth as an ARD. The diver must do his work in oil-blackened water where it often is difficult for him to see his hand in front of his face. The sharp, jagged edges of protruding steel are a constant threat to his life lines, the cutting of which means almost certain death.

ARD 2 had the USS *Waters*, a destroyer, in her basin when a 90-mile-an-hour hurricane struck Noumea harbor. Having no self-propulsion, the ARD would have been completely at the mercy of the storm had she broken from her mooring. Another threat was the possible failure of the side-bracing, which would have allowed the docked vessel to slip, roll and smash at the sides of the basin. But ARD 2 submerged to within a few feet of her rail to present the least possible wind resistance, reinforced the bracing of her occupant, dug in and rode out the wind and the fury—alone. All the other vessels in the harbor had headed for shelter upon receipt of the storm warning.

The need for floating drydocks in the forward area was painfully brought to light early in the war by the loss of the destroyer USS *O'Brien*. After receiving considerable battle damage, the *O'Brien* limped to the nearest port, where efforts were made to patch her up as well as possible without benefit of drydock. Enroute back to the States, where she planned to get complete repairs, the *O'Brien* broke in half and sank; her weakened hull couldn't stand the strain of the long trip. The presence of a drydock at either Noumea or Espiritu Santo would have saved the *O'Brien*.



GATE by which ships enter ARD (auxiliary repair drydock) is in stern. Note port and starboard traveling cranes.



BASIN OF ARD is large enough to accommodate LSTs. This inboard view, looking forward, shows how basin looks empty.

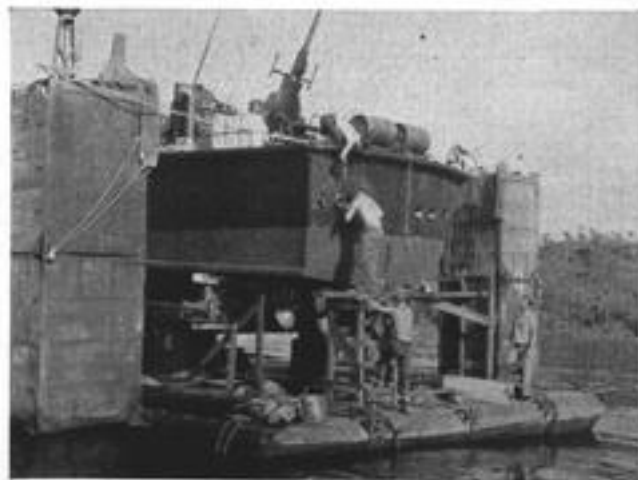
Official U. S. Navy photograph



DIFFERENT from ARD on opposite page is this floating drydock, self-propelled and made of concrete. Blocks and underbracing to cradle ships it will service are already installed. Below are other floating drydock types in use.



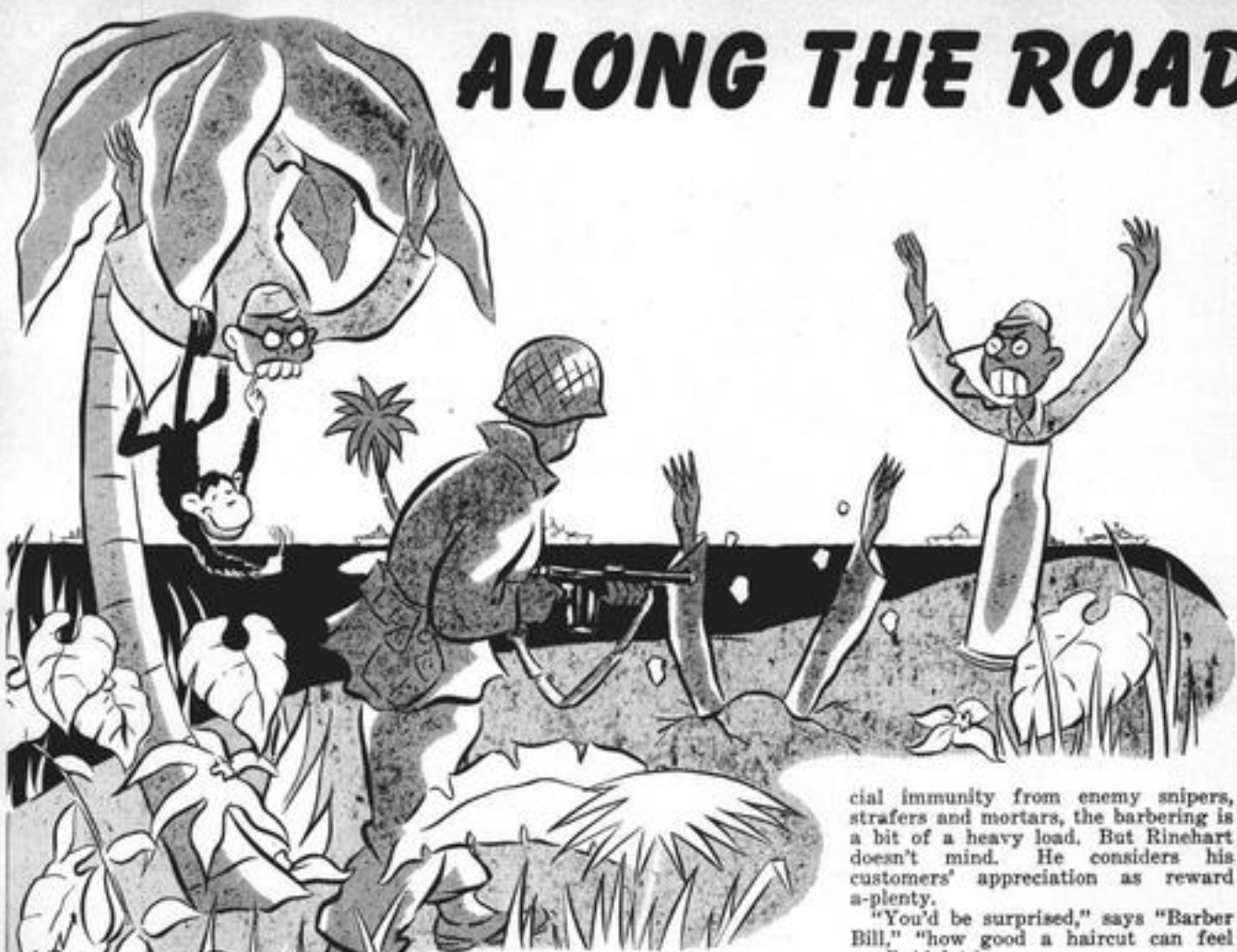
SUBMARINE, built in Wisconsin, was ferried down the Mississippi in a floating drydock pushed by riverboat.



SMALL type floating drydock is used in the Pacific to haul PT-boats out of the water for repairs below the waterline.

Official U. S. Navy photographs

ALONG THE ROAD



LAST-DITCHERS

This may give you some idea of what "mopping up" means on a Pacific island:

Back on 21 July 1944, U. S. Marines invaded Guam to begin the liberation of that American outpost.

In early August 1944, it was announced that organized Japanese resistance had ended and that the island was "secure."

But it wasn't until 17 Feb. 1945—seven months after they landed—that the Marines went a full day without having to kill an armed Jap on the island. Up to that date, 18,002 dead Japs had been counted and 4,242 of these—just about one-fourth—had been killed since the island was "secured."

The Marines are still taking prisoners. A total of 659 have been captured or have surrendered since the invasion and, of these, 152 have been persuaded to give up by Navy-operated Jap-language loudspeaker units which penetrate into the thickly wooded interior where many Nips are still holding out.

BEACHHEAD BARBER

Perambulating "Barber Bill" of the Pacific is on the move again. He has

packed up his sixth barber shop and is ready to hit a new beachhead, doubling at the job of barber while filling his regular post as pontoon jockey with a Seabee amphibious outfit.

"Barber Bill" is William Dale Rinehart, SF2c, USNR. Since locking up his barber shop back home in Sacramento, Calif., two years ago, Rinehart had shorn naval noggins on such quiet, comfortable little places as Saipan, Tinian, Leyte and Luzon. He opens up shop soon after the Seabees have landed and usually performs his tonorial art free of charge, which right away stops any talk about him taking advantage of the situation and running a clip joint.

Considering that Rinehart's regular duties are somewhat exhausting, that he also fills in sometimes as a ship's cook, and that barbers enjoy no espe-

cial immunity from enemy snipers, strafers and mortars, the barbering is a bit of a heavy load. But Rinehart doesn't mind. He considers his customers' appreciation as reward a-plenty.

"You'd be surprised," says "Barber Bill," "how good a haircut can feel . . ." (Advt.)

DRY LANDING

A last belch of ack-ack from the burning Jap ship sent a 20-mm. shell ripping through the Navy Liberator's cockpit. The co-pilot was instantly killed, and the pilot, Lt. Elwin A. Petersen, USNR, was seriously wounded, shrapnel slashing his face, blinding his right eye.

Ens. Ferdinand G. Jaussi, USNR, the navigator, jumped into the cockpit and pulled the dead co-pilot away from the controls.

"Martin," the wounded pilot spoke over the intercom to Ashley D. Martin, AMM2c, USNR, the crew captain, "Martin, come up and take the co-pilot's seat . . ."

And Martin, who had had a lot of stick time, got the plane headed for home . . . some 1,000 miles away.

Meanwhile, Ens. Jaussi sponged the blood from Lt. Petersen's gashed face, applied a compress and offered him morphine to ease the pain. The wounded pilot waved him away.

"I want to stay conscious," he muttered through pain-tensed teeth. "I've got to help Martin fly . . ."

Weakened by loss of blood, Lt. Petersen found it difficult to remain conscious. As the plane roared back to its base, he would doze off fitfully from time to time. But, about a half-hour from home, he fought himself fully awake and, despite the pain of his wounds and half-blindness, took



TO TOKYO

over the controls and boldly made a straight-in approach . . .

A smooth landing? "Well," said Ens. Jaussi later, "just to give you some idea: There was a glass of water sitting on my table and, when we parked the plane, not a drop had been spilled!"

WHOLLY IN FUN

During a strafing attack on the USS *Princeton*, which since has been lost, Lt. Otto K. Olander, (ChC) USNR, helped a badly hurt bluejacket to the emergency treatment room. The sailor turned grateful eyes to the chaplain, then grinned broadly and began to laugh.

Lt. Olander was puzzled that a man so wounded could find anything at which to laugh. "Why're you laughing, son?" the chaplain asked.

"It's funny," the wounded man gasped between chuckles. "It's awful funny. You see, you're the chaplain . . . and you start the Sunday services all the time with 'Holy, holy, holy!' . . . and, boy, that sure is me all over!"

A CASE OF PREVENTION

The landing craft had to scoot through a veil of violent Jap mortar fire. Somehow it hit the Lingayen Gulf beach without a single casualty among its Coast Guard crew or the invasion troops it taxied. Later, however, a crewman suffered a hand injury and opened the boat's first-aid case.

Only then did the crew learn how close death had come. Embedded in the chest's tightly packed supply of cotton, gauze, adhesive tape and splints was an ugly five-inch hunk of steel. It had slashed through the



boat's plywood side, only to have its force smothered in the first-aid case.

Without even being opened, the mercy kit had saved lives.

THE PLANE IS HERE TO STAY

They did the craziest things with those nine-year-old SOCs. Even fresh out of the factory, the old Curtiss scouts never have been expected to do anything more than hover over a target and spot for a ship's guns. But the hardy little band of cruiser-based airmen under Lt. (jg) Austin J. Trinkle, USN, frequently flew the ancient biplanes out of this comparatively

tame role during their 16 months' Pacific duty.

On one occasion they swooped down and machine-gunned big shore batteries out of action. Another time they broke up a "banzai" charge by Jap tanks against newly won U. S. positions. Several times they strafed enemy troops. Once they warned a U. S. tank of an ambush and, by dropping messages, guided it to where it was able to destroy the hidden guns.

But the mission Lt. Trinkle's outfit chuckles over most is the time Ens. William C. Orr, USNR, while spotting during the pre-invasion bombardment of Leyte, spied a detachment of Jap cavalry below. Mounted cavalry?

"Well," says Ens. Orr, "they were until our little bomb fell among them. Then they quickly became dismounted cavalry."

LUCK OF THE IRISH

The Petritz family of Rockford, Ill., has heard a lot about the "luck of the Irish." The oldest son, Joseph, was publicity director for the University of Notre Dame's football team before he accepted a commission in the Naval Reserve. But the so-called "luck of the Irish" of which Notre Dame grid opponents might complain could never compare to the good fortune which followed Joseph's younger brother, George, also a Naval Reserve lieutenant, through more than two years of imprisonment by the Japs and which eventually led him to safety.

At the start, of course, it didn't look at all like Lt. George Petritz, USNR, who was an ensign in command of a patrol craft in the Philippines when the war broke out, could ever be considered lucky. After fighting during the bloody, dismal days of Bataan and Corregidor, during which he won the Navy Cross, Lt. Petritz was captured by the Japs. Then occurred the first of his good breaks: he escaped the infamous Death March of Bataan. Soon after came his second good break: he was sent to deadly Cabanatuan Camp No. 1 but, after a few days, was transferred from this hellish hole, where so many fellow Americans perished, to the somewhat more civilized Cabanatuan No. 3. There he was held until last mid-October. With about 1,600 other Americans, he then was moved to Bilibad near Manila whence, on 13 December, they were marched aboard a Jap transport for shipment to Japan.

American bombers, unaware of the pathetic cargo carried by the ship, bombed it off the Bataan coast the next day and, within 24 hours, it sank.

Then came Lt. Petritz's third break: of the 1,600 prisoners, only he and an Army private escaped death or recapture.

"If the bombs had not sunk the ship when they did," Lt. Petritz recalled upon his rescue, "90% of us would have died of suffocation in the filthy, airless holds."

Conditions aboard ship, he said, were intolerable. He had been crammed with about 800 men into a hold no larger than a tennis court, barely high enough for a man to stand erect and virtually without air. Another 800 were divided between two smaller holds. Thirty men died in his hold

from suffocation, 30 more died when the first bombs hit. But the Japs refused to let the bodies be removed; survivors had to stand with dead men crushed against them.

When the ship finally went down, only about 800 prisoners reached shore through waters sprayed with Jap bullets. Lt. Petritz and the Army pilot fortunately fell into the hands of Luzon guerrillas, who helped them reach an American ship.

During his captivity, Lt. Petritz found the Japs cruelly cunning, but, at the same time, "they did some dumb things."

"For instance," he recalled with a smile, "in censoring letters they cut the word 'victory' out of 'victory gardens'."

MORE SPEED NEXT TIME

A sudden lurch of the sub-chaser sent the seaman plunging into black Pacific waters. The alarm: "Man



overboard!" was given. Seldom in wartime do large vessels stop for a man overboard in dangerous waters, but the USS *Ajax*, a repair ship cruising nearby, hove to and began gashing the night with its searchlights.

Fifteen minutes . . . a half-hour . . . three-quarters of an hour passed. The PC queried if the search should continue. "Yes," answered the *Ajax's* skipper, Capt. John L. Brown, USN. And so the search went on for another half-hour before a sharp-eyed signalman on the *Ajax's* bridge finally spotted a man's head bobbing in the water, a quarter-mile off the port quarter.

Minutes later, in the warm, welcome wash of a spotlight, friendly hands hauled the sodden seaman aboard.

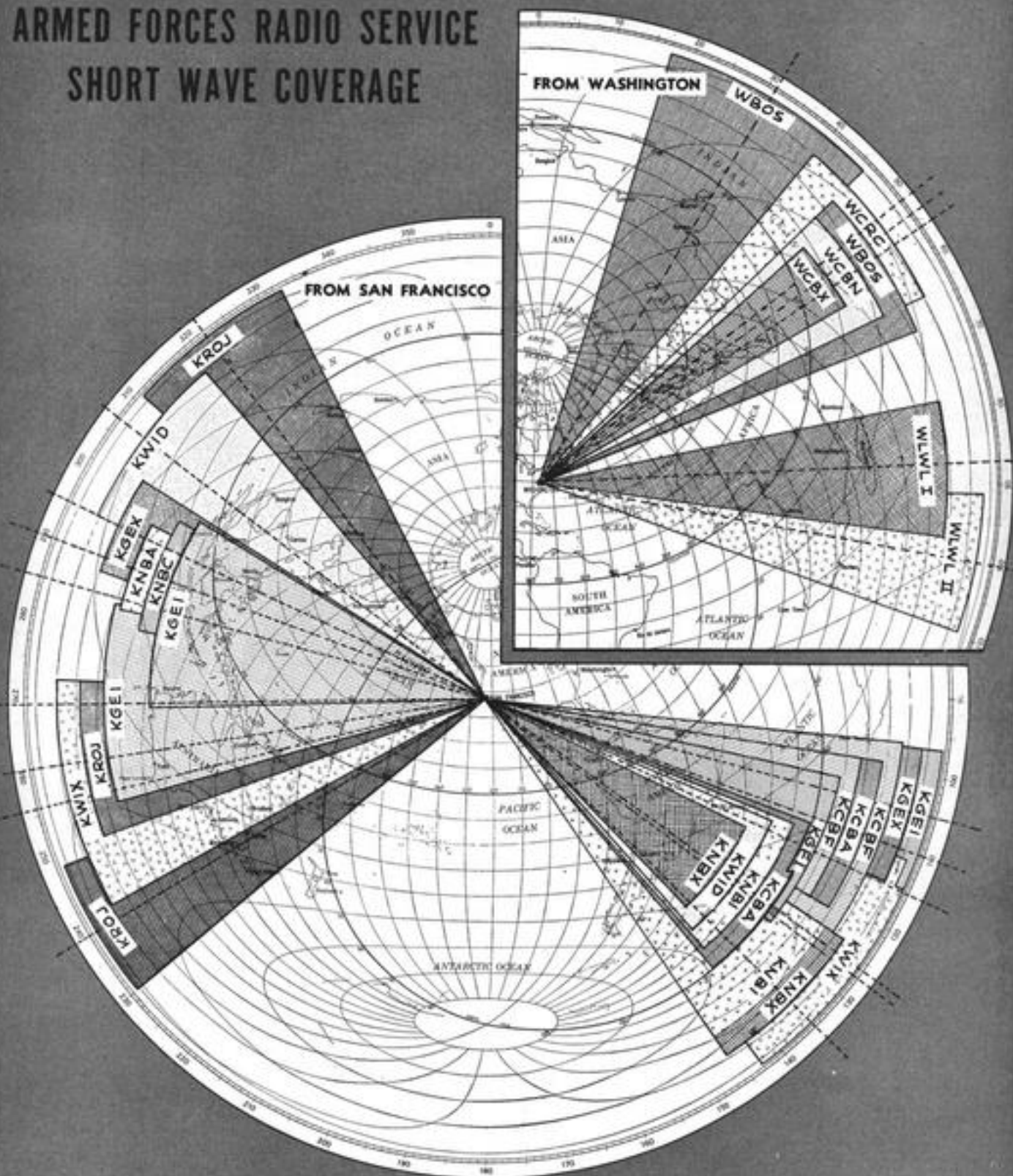
"Well," he wisecracked, "it's about time!"

A FLYER AT SURGERY

The Filipino guerrilla was in great pain and grave danger. The bullet had lodged in his spine. It had to be removed. But medical aid was far away from this isolated spot on Samar Island. So, even as the earth shuddered from the shock of enemy bombs, the Navy Catalina pilot went to work.

With sulfa powder and in the flame of a cigaret lighter, he sterilized the instruments. Next, he administered morphine from a first-aid kit and laid the wound open with a scout knife. Then, by the eerie glare of flashlights held by two squadron mates, and as two Filipino guerrillas kept the incision open with bent safety pins, Lt. (jg) Darwin R. Day, USNR, successfully removed the bullet with a pair of long-nosed airplane pliers.

ARMED FORCES RADIO SERVICE SHORT WAVE COVERAGE



Shaded segments on these azimuthal charts show areas covered by AFRS shortwave broadcasts. Dotted lines indicate each beam's dead bearing, the point at which the signal should be strongest. Signals, of course, will be heard beyond the quarter-power boundaries shown here, but reception won't be constant or perfect. De-

pending upon antenna and frequency, transmissions to South and Central America may be heard in Alaska or Guam, but the charts don't attempt to show these "back lobes," which may be determined by adding 180 degrees to a beam's dead bearing. Nor do the charts indicate "skip distances," those occasional silent areas.

DIALING U. S. A.

Around-the-Clock Broadcasts Carry News and Entertainment to Fighting Men Around World

RADIO programs of more interest to Navy men . . . more and better radio equipment for Navy men's entertainment.

Such has been the double-barreled result of recently increased participation by the Navy in the world's greatest radio network—the Armed Forces Radio Service.

Today AFRS is doing the most gigantic broadcasting job in radio's vigorous young history. No matter where a Navy man may be carried by the unpredictable waves of war, AFRS has made it possible for him to dial in his favorite radio program all the way across the world from the good old U. S. A.

An Armed Guard gunner on a Murmansk-bound tanker can momentarily forget winter's lingering blasts by tuning in the opening game of the baseball season . . . a sun-seared Seabee on a fresh-laid air strip of some Pacific isle can cool off to the soothing melodies of his favorite band . . . a marine on his way to or from a flaming war front can chuckle at Hope or Benny or the rest . . . a Coast Guardsman can relieve the boredom of Atlantic convoy watches by catching newscasts of what's happening to his buddies on the other side of the world . . . a bluejacket, between general quarters, can forget the clamor of battle by listening to the warbling of Bing or Frank or Dinah—all because of the thorough job being done by AFRS.

At first, AFRS was operated solely by Army personnel and, therefore, quite naturally, for Army personnel. It was established by the War Department, under what is now the Information Branch of the Information and Education Division, Army Service Forces, for the purpose of providing information, orientation and education to troops overseas by means of special-events and entertainment broadcasts.

For All Services

None of the broadcasts or transcriptions were tailored specifically for Navy, Marine Corps or Coast Guard personnel. Nor did personnel of the naval services have any say in what programs would be selected for airing via shortwave or distributed on transcriptions. Of course, Navy men were always free to tune in and, if they were entertained by the broadcasts (which they usually were), all well and good.

However, with the steady increase in the numbers of ships of the Navy and the mushrooming of scores of naval bases in all the far-flung corners of the world, the need for more and better entertainment for the men manning these ships and stations became

more evident. This need could be filled by greater Navy participation in AFRS.

So, under authority of BuPers Circ. Ltr. No. 236-44 (NDB, 31 Aug. 1944, 44-1001), a basic policy memorandum was drawn up by committees representing the Army and Navy and signed 14 Oct. 1944 by Rear Admiral L. E. Denfeld, USN, Assistant Chief of Naval Personnel, and Maj. Gen. Frederick H. Osborn, Director of the Information and Education Division, ASF, establishing AFRS as a combined operation of the Army and the Navy.

The command authority remains with the Army, but the Navy now has representation on all AFRS staff boards or committees concerned with formulating policies of the organization; and a Navy unit, comprising officers, enlisted men and civilians, now assists in the many and varied activities.

These activities include:

- The broadcasting of approximately 660 hours of AFRS variety programs, newscasts and de-commercialized network shows from 20 shortwave transmitters located in the U. S. and beamed to all parts of the world.

- The production, transcribing and shipping of a weekly transcription unit, or "package," of 50 hours containing 126 separate radio programs (INFORMATION BULLETIN, Oct. 1944, p. 8) to hundreds of reproduction outlets overseas. These outlets consist of AFRS broadcast stations (154 at this writing), 70 Allied government stations that are allocating blocks of time, 165 sound installations at all types of overseas bases, and uncounted public-address systems both afloat and ashore.

- The production of a basic music library, a monthly music supplement and script kits for such stations as are set up for broadcasting of local programs.

Topflight Programs

Programs broadcast or distributed via transcription for rebroadcast by AFRS include such topflight favorites as Bob Hope, Bing Crosby, Fibber McGee and Molly, the NBC Symphony Orchestra, Gildersleeve, Joan Davis, Jack Haley, Raymond Scott, Kay Kyser and many others; and such tremendously popular and varied original programs as "Command Performance" (which provides entertainment as requested by servicemen), "Concert Hall" (classical music), "Mystery Playhouse" (chiller-dillers), "Comedy Caravan" (radio's best comedians), "Melody Round-Up" (western singing stars), "Basin Street" (swing music),

AFRS Shortwave Transmissions

The following transmissions are in addition to the news summary, prepared by the Navy Department's Office of Public Relations, included in the routine nightly broadcast from Navy Communications in Washington, D. C., between 0130 and 0230 GCT on 122, 4,390, 9,425 and 12,630 kilocycles (INFORMATION BULLETIN, Nov. 1944, p. 75).

PACIFIC COAST OPERATION

Beamed to South Pacific and Pacific Ocean Area

GCT	Station	Frequency (kilocycles)
0900-1300	KROJ	4,105

Southwest Pacific-Pacific Ocean Area

0100-0345	KROJ	17,740
0700-0845	KROJ	9,897
0900-1045	KWIX	9,855
1400-1715	KGEE	9,550
1800-2030	KROJ	9,897
2015-2145	KWIX	11,870
2045-2145	KROJ	15,190

Southwest Pacific-Philippines

0200-0315	KGEX	15,210
0500-0845	KNBA	9,490
0500-0845	KNBC	11,890
0900-1545	KGEE	4,090
2115-2245	KGEX	11,790

Philippines-China

0415-0500	KWID	9,570
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Alaska-Aleutians

0400-0645	KROJ	4,100
1400-1745	KROJ	9,897

Alaska-Aleutians-China [Chungking]

2200-0045	KROJ	15,190
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South and Central America-Alaska-Aleutians

0045-0330	KCBA	4,170
0045-0330	KGEE	7,250
0145-0330	KNBI	7,805
1500-1715	KWIX	17,740
1500-1715	KGEX	15,130
2345-0330	KWID	9,570

South and Central America-Alaska-Aleutians-China [Chungking]

0045-0330	KCBF	11,770
0145-0330	KNBX	11,890
1500-1715	KNBX	21,410
1500-1715	KNBI	15,340
2100-2230	KNBX	21,410
2100-2230	KWID	17,740
2100-0030	KCBA	15,270
2100-0030	KGEE	15,130
2100-0030	KCBF	11,770
2100-0130	KNBI	15,340
2300-0130	KNBX	11,890

ATLANTIC COAST OPERATION

England-Europe-Mediterranean

0500-0630	WCBC	4,170
0500-0630	WCRC	7,832
1100-1230	WCRC	11,832
1100-1230	WBOS	15,210
1730-2015	WCBC	11,145
1730-1815	WBOS	15,210
1830-2145	WBOS	9,897
2030-2215	WCBC	7,832

South Atlantic-Africa

1400-1730	WLWL-1	17,955
1400-1730	WLWL-2	15,200

Greenland-Iceland-England

2200-2300	WBOS	9,897
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SHORTWAVE NEWS BROADCASTS

By Army News Service

FROM SAN FRANCISCO

Beamed to South Pacific		
GCT 1000-1005	Station KROJ	Frequency (kilocycles) 4,100
South Pacific-Pacific Ocean Areas		
0900-0914	KROJ	4,100
1100-1105	KROJ	4,100
1200-1230*	KROJ	4,100
Southwest Pacific		
0800-0815	KROJ	9,890
0900-0914	KWIX	9,850
1000-1005	KWIX	9,850
1800-1829*	KROJ	9,890
2100-2114	KROJ	13,190
2100-2114	KWIX	11,870
Southwest Pacific-Philippines		
0700-0704	KNBA	9,490
0700-0704	KNBC	11,890
0800-0815	KNBA	9,490
0800-0815	KNBC	11,890
2200-2214	KGEX	11,790
0200-0229*	KGEX	15,210
0300-0305	KGEX	15,210
0500-0514	KNBA	9,490
0500-0514	KNBC	11,890
0400-0405	KNBA	9,490
0400-0405	KNBC	11,890
Southwest Pacific-Philippines-China		
0900-0914	KGEI	4,090
1000-1005	KGEI	4,090
1100-1105	KGEI	4,090
1200-1230*	KGEI	4,090
1300-1314	KGEI	4,090
1300-1304	KGEI	4,090
(Sundays only)		
1400-1405	KGEI	4,090
1500-1515	KGEI	4,090
Southwest Pacific-Pacific Ocean Areas		
0100-0114	KROJ	17,740
0200-0229*	KROJ	17,740
0300-0305	KROJ	17,740
0700-0704	KROJ	9,890
1800-1829*	KROJ	9,890
1900-1905	KROJ	9,890
2000-2005	KROJ	9,890
Hawaii-Pacific Area		
1400-1429*	KGEI	9,550
1700-1705	KGEI	9,550
Alaska-Aleutians		
0400-0404	KROJ	6,100
0500-0514	KROJ	6,100
0400-0405	KROJ	6,100
1800-1829*	KROJ	9,890
1700-1705	KROJ	9,890

Alaska-Aleutians-China (Chungking)

2200-2214	KROJ	15,190
2300-2305	KROJ	15,190
2400-0030*	KROJ	15,190
DOT-DASH to Pacific areas by Press Wireless transmitter (1,600-word, 24-hours roundup at 22 words a minute):		
0900-1100	KMH	8,350
DOT-DASH to all Pacific areas and Alaska by Mackay transmitter (1,600-word, 24-hours roundup at 22 words a minute):		
0830-1000	KFS	12,550
0830-1000	KFS	8,350
DOT-DASH to Alaska points by Press Wireless transmitter (600 words at 22 words a minute):		
0015-app. 0045	KJE	15,850
1445-app. 1715	KCT-7	10,010
1715-app. 1745	KCT-7	10,010
1840-app. 1900	KCI-4	15,910
2000-app. 2030	KJE	15,850
2315-app. 2345	KJE	15,850

FROM NEW YORK

South Atlantic-Africa		
1600 1,200 words*	WLWL-1	17,955
1600 1,200 words*	WLWL-2	15,200
1700 700 words	WLWL-1	17,955
1700 700 words	WLWL-2	15,200
England-Europe-Mediterranean		
0500 700 words	WCRX	6,170
0505 1,200 words	WCBX	6,170
0600 1,500 words	WCRX	6,170
1100 700 words	WCRX	11,826
1105 1,200 words	WCRX	11,826
1800 700 words	WCBN	11,145
1800 1,200 words	WBOS	15,210
1900 1,200 words	WBOS	15,210
1910 700 words	WCBN	11,145
1910 700 words	WBOS	9,897
2000 700 words	WCBN	11,145
2000 700 words	WBOS	9,897
2100 700 words	WCBN	11,145
2105 1,200 words	WBOS	9,897
England-Mediterranean		
1200 700 words	WCRX	11,826
England-Europe		
2200 700 words	WCBN	11,145
Greenland		
2200 700 words	WRRX	9,897
DOT-DASH to Atlantic by Press Wireless (at 15 words a minute):		
0200 1,600 words	WCO	6,450

* Dictation speed.

numerous public-address and "wired radio" outlets.

Sometimes an AFRS broadcast from one of its 20 transmitters on the East and West Coasts of the U. S. will be picked up direct by the ship or station radio. At other times the broadcasts will be picked up by an AFRS overseas station serving a specific area and the beam will then be boosted to within the receptive range of the individual radio receivers in that area. Or, again, the programs may be recorded by a local AFRS station for rebroadcast, depending upon the local conditions and the time element.

For instance, if the radio officer of some Pacific base believes a program that is being beamed at 0400 his time to some other part of the world will be of interest to naval personnel in his area he will have that program recorded and rebroadcast at a convenient hour.

Schedules Broadcast Regularly

A schedule of all programs regularly emanating from AFRS transmitters at San Francisco and New York is published and may be secured by addressing a request to Broadcast Service Section, Armed Forces Radio Service, 6011 Santa Monica Blvd., Los Angeles 38, Calif. Lacking a printed schedule, simply tune in to shortwave and you will hear, on the 1st and 15th of every month, a complete schedule given at dictate speed by the announcer. He includes all late changes and corrections that may occur.

New AFRS stations are being established all the time, especially in the Pacific. Sites there are decided upon jointly by the Navy and the Army. A direct representative of AFRS is attached to all the principal commands, and it is the function of this radio officer to provide the equipment, operating staff and whatever else may be necessary to set up and operate a broadcasting station wherever one is needed.

In carrying out this function, the officer concerned lays his plans in accordance with projected military operations and endeavors to provide radio entertainment to combat units on their way to, or as soon as possible after, an invasion.

Isolated areas are entitled to be considered for 4-watt and 50-watt portable and semi-permanent transmitters and may submit requests for such equipment through channels to the theater radio officer of their area. The 4-watt "WR-1" set is ideal for airstrips and similar locations and, if a restricted reception is desired, "wired radio" service may be adopted.

The Navy unit of AFRS has headquarters in Los Angeles as an activity under the 11th Naval District with technical control under the Special Services Division of BuPers. The complement includes officers and enlisted men of the Navy, Marine Corps and Coast Guard with considerable radio skill and technical knowledge gained from previous professional civilian experience.

and "Hymns from Home" (religious music), just to name a few.

Not the least important are AFRS' newscasts. These are prepared by Army News Service from material supplied, in the main, by the Associated Press, the United Press and the International News Service, America's three largest news-gathering agencies. All naval activities have unequalled permission to copy ANS newscasts and, of course, still are provided with a daily news report by the Office of Public Relations via Navy radio.

Under the Army-Navy radio agreement, at no time will any program be built specifically for consumption by any one of the armed forces alone. This, of course, does not mean that certain programs will not be originated with a distinct Navy flavor. But it does mean that when and if such

programs are produced, they will be distributed to all Army outlets as well as to all naval ships and stations.

The same principle holds true with regard to any Army or Navy training messages, indoctrination and the like. Whenever such messages are woven into radio programs, they will receive complete distribution and not be specifically ear-marked for one service or the other.

Stations Blanket Globe

AFRS stations blanket the world. Since the first overseas station was set up at Kodiak in Alaska, the network has spread to Dakar, Egypt, Iran, Italy, Ceylon, Calcutta, France, New Caledonia, Leyte — indeed, to every port into which a Navy ship will put. Coverage of all areas is assured by

HOW THE NAVY HAS CARRIED THE ATTACK TO THE ENEMY

THE significant role played by our amphibious forces in bringing about the great succession of Allied victories in both the European and Pacific theaters was stressed by Fleet Admiral Ernest J. King, USN, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, in a comprehensive report to the Secretary of the Navy on "the manner in which the Navy has carried the attack to the enemy" during the 12 months from 1 March 1944 to 1 March 1945.

Pointing out that within one year the battle of the Pacific has been carried westward more than 3,000 miles to the very approaches of Tokyo and, in the same period, the invasion of Europe was accomplished, Fleet Admiral King declared that "these successes have been made possible only by the strength and resolution of our amphibious forces, acting in conjunction with the fleet."

The report, dated 12 March 1945, covers in considerable detail the major actions in which the Navy took part. The narrative starts with the landings in Hollandia, carries through the Normandy invasion, the seizure of the Marianas, the recapture of the Philippines and ends with the attacks on the inner circle of Japan's defenses—the conquest of Iwo Jima and the carrier plane strikes on Tokyo.

About half of the report is given over to accounts of combat operations. (Verbatim excerpts from some of those accounts will be found later in this article.)

Some of the other many features of the report are:

PACIFIC SCHEDULE: "We have heard much of things being ahead of schedule in the Pacific. Actually, we have had no schedule, except to go as far and as fast as the means in hand would permit. It can be said that the war today is ahead of our expectations of last year."

THE BATTLESHIP: "Battle ship provides the only gun (or weapon for that matter) that is sufficiently powerful and accurate to knock out reinforced concrete pillboxes 8 to 10 feet thick and other similarly strong land gun emplacements. . . The new applications of naval gunfire in amphibious operations, as well as in fleet actions, have demonstrated that the battleship is a versatile and essential vessel, far from obsolete."

TEAMWORK IN BATTLE: "There is no such thing as a dispute as to



Official U. S. Navy photograph

Fleet Admiral King

'carriers versus battleships.' Aircraft can do some things that ships cannot do. Ships can do some things that aircraft cannot do." As an example of what the two can do when they work together, the report points out that, during a five-month period between 24 Aug. 1944 and 26 Jan. 1945, Admiral Halsey's 3rd Fleet, consisting of battleships, carriers, cruisers and destroyers, destroyed 4,370 planes, sank 82 combat vessels and 372 auxiliaries and merchant ships (excluding small craft) against a loss in combat of only 449 planes and the light carrier *Princeton*.

NAVAL INVASION STRENGTH: Staggering numbers of men and ships are involved in amphibious operations. Example: The Lingayen Gulf landings employed 1,033 ships, from battleships to landing craft, and the naval personnel involved was upwards of 273,000. Army forces put ashore on the first five days were only slightly more than two-thirds of this total. Similarly, in the Iwo Jima landings, approximately 800 naval vessels were involved with a personnel of more than 220,000. This was a ratio of almost 4 to 1 between ship's personnel and the 60,000 Marines landed in the first three days.

HARMONY: "The harmonious integration within and between the services has been particularly essential in amphibious operations, where personnel of one service have served under the command of another. In any

amphibious operation, command of all forces engaged rests in the hands of the naval commander until the troops have been put ashore and have established their command organization. At this point, the landing force commander advises the naval commander that he has assumed command of his troops ashore."

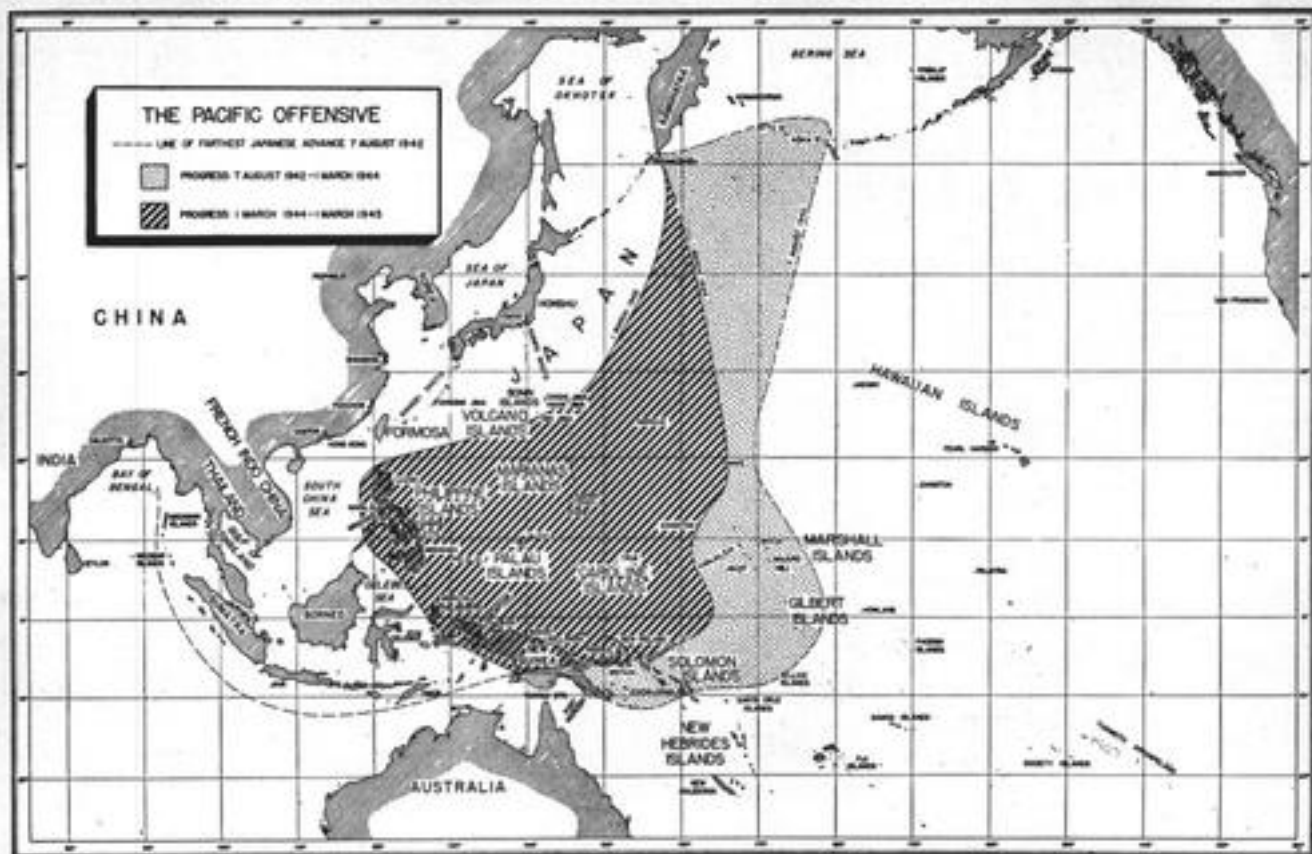
PHILIPPINES SHORT CUT: "Initial plans for re-entry into the Philippines intended . . . landings . . . on Mindanao sometime in November. The decision to accelerate the advance by making the initial landings on Leyte in the central Philippines (20 Oct. 1944) was reached in middle September when the 3rd Fleet air strikes disclosed the relative weakness of enemy air opposition."

IWO JIMA'S WORTH: Capture of this tiny island served a four-fold purpose. It (1) deprived the enemy of an important aerial lookout station; (2) reduced his air attacks on our Marianas bases; (3) provided us with ideal strips for supporting fighters to accompany our B-29s on their missions over the Japanese home islands; and (4) brought our medium bombers within easy distance (750 statute miles) of Japan's industrial heart.

SUBMARINES: "The rapid advance of our other forces, both sea and air, has been due in no small measure to the outstanding success with which our submarine activities have been carried on."

U-BOATS: ". . . The antisubmarine war has been on a fairly low scale during the past year. The German submarine force apparently has been engaged in 'licking its wounds' after the rough handling received in 1943. . . It is assumed that the long period of relative quiescence has been employed for building more effective types of submarines. The possibility of a renewed outbreak of submarine activity must, therefore, be guarded against."

THEY ALSO SERVE: The report regrets it cannot go into detail concerning the "constant activity of many naval air, surface, and shore-based units, which have performed invaluable services of patrol, supply and maintenance on a vast scale. The operations of these forces, which have frequently involved bitter combat with the enemy, cannot, because of the na-



The chart above is from Fleet Admiral King's report, as are the illustrations appearing later on in this article.

ture of this report, be further elaborated upon."

THE SEABEES: Of the 235,000 men and 8,500 officers, approximately three-fourths are serving overseas, building shore facilities and providing logistic support for combat forces. "Landing with the first waves of assault troops," the report says, "Seabees have participated in almost every amphibious operation yet undertaken."

THE WAVES: The Women's Reserve has grown to a total of more than 83,000 officers and enlisted women, who are serving in nearly every type of shore activity. They are direct replacements for men or fill expanding complements at 500 shore stations throughout the U. S. and, more recently, in Hawaii.

GOOD NEIGHBORS: "The Atlantic Fleet has worked in close cooperation with the British, Canadian, French, Brazilian and Netherlands navies. The Brazilians have developed a very efficient antisubmarine force of surface ships and aircraft which, operating as an integrated part of the South Atlantic detachment of the Atlantic Fleet, took its full share of the task of knocking out the German submarine effort directed against the con-

voy routes off the east coast of South America. Netherlands vessels have continued to serve with distinction in our antisubmarine force."

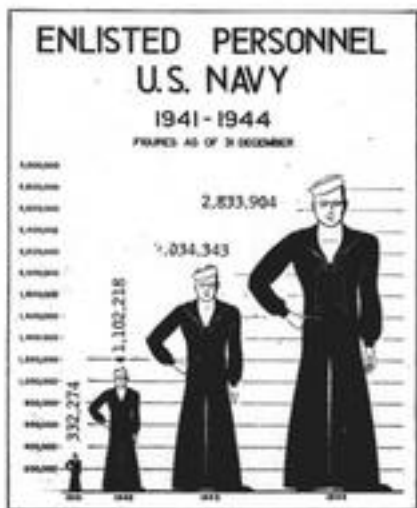
THANKS TO INDUSTRY: "The Navy is deeply grateful to industry for its accomplishments, which have enabled the Navy . . . to keep steady pressure on the enemy. It is of the utmost importance that we not only maintain this pressure but intensify it. There must be no relaxation of

the fighting effort nor of the industrial effort that makes the fighting effort possible."

THE FUTURE: "While we contemplate with pride the accomplishments of the past 12 months—accomplishments without precedent in naval history—we must never forget that there is a long, tough and laborious road ahead."

DEMOBILIZATION: The report reiterates that no demobilization can take place until the defeat of Japan is at hand. However, it adds the Navy has worked on demobilization methods and completed tentative plans. "We are considering priority for severance and intend, when the time comes, to give due consideration to length of service, service outside the continental limits, combat service and parenthood."

POSTWAR NAVY: "Because the postwar size of the Navy is yet to be determined, no precise estimate of the number of naval personnel that will be required is possible. The deciding factor will be the needs of the Navy in order to carry out the strategic commitments of the nation. It is assumed in all the plans now under consideration that many more officers and men will be needed than can be provided by personnel now in the regular Navy. These comprise but 16% of the war-



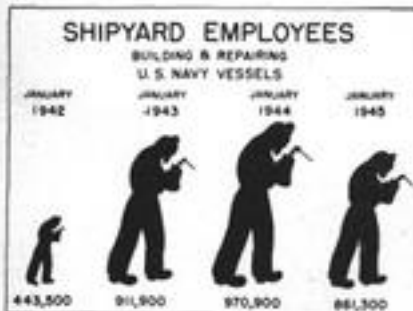
time Navy. Accordingly, serious attention is being given to regulations under which reserve officers may transfer to the regular Navy and to the organization of the Naval Reserve in the postwar period. In December 1944 a board was appointed to consider these problems and make recommendations concerning the means by which an effective and realistic Naval Reserve may be maintained, and by which reserve officers of the highest quality and of appropriate age and rank may be attracted towards a naval career, in which they will receive the same training as and compete on an equal basis with regular officers." Commenting upon reserve officers' combat accomplishments, Fleet Admiral King declares that their "continued professional improvement and excellent performance of duty have made them not only an indispensable but an integral part of the Navy team."

PERSONNEL AND TRAINING: Directing attention to the Navy's 10-fold increase since Pearl Harbor, the report reveals that since the peak of recruitment has been passed it is now possible to eliminate, consolidate or adapt to other purposes a few of the training facilities. The trend now, the report says, is in the direction of more training ashore, with a vital development being the institution of operational and precommissioning training. This has been invaluable in molding crews into integrated combat units, the report says.

In order to provide the fleet with men who are not only familiar with fundamentals but also with the very latest practices required in their particular duties, job analysis specialists are serving aboard combatant vessels to observe and tabulate operations in various billets, the skills required and equipment used.

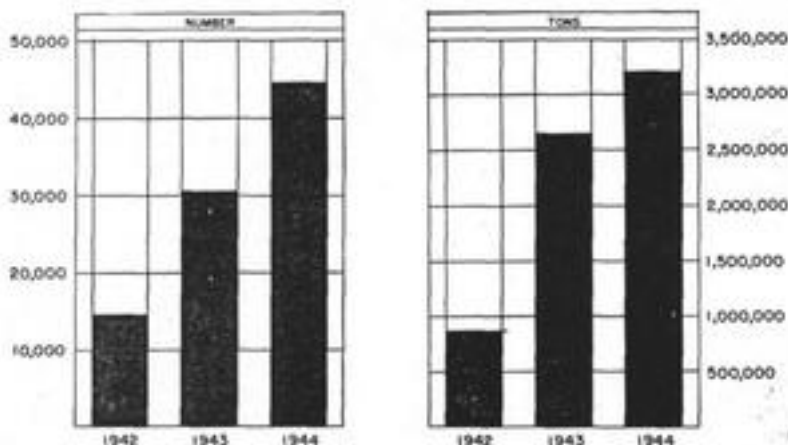
"This information is used in writing the qualifications for the various rates; in establishing curricula for schools training men for particular rates; and in preparing self-study training courses," the report says.

Overcoming the lack of opportunity for training while at sea and putting to good use the time spent ashore while ships undergo repairs, a program of refresher training has been organized to bring personnel up to date with the latest advances in tactics and equipment. This, the report says, has promoted the efficiency of operating units.



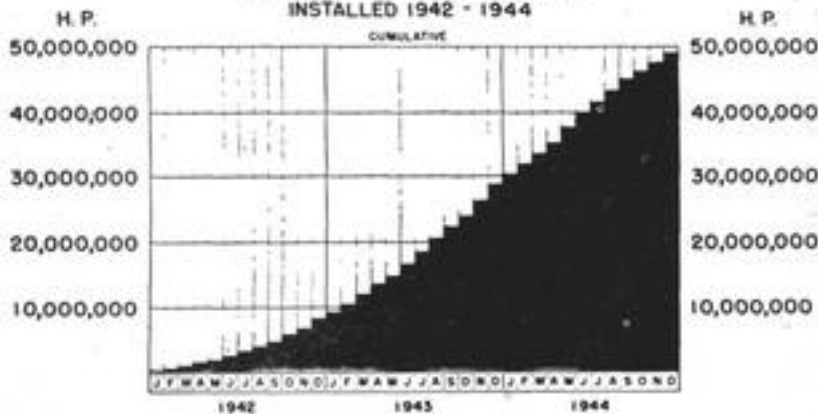
NAVY SHIPBUILDING PROGRAM

DELIVERIES 1942-1944



MAIN PROPULSION HORSEPOWER

INSTALLED 1942 - 1944



OVERALL STRATEGY: Discussing the general war picture, the report says that since the Navy put the Army ashore in France last June its task in Europe has become of a secondary scope: "The European war has turned into a vast land campaign, in which the role of the navies is to keep open the trans-Atlantic sea routes against an enemy whose naval strength appears to be broken except for his U-boat activities.

"In contrast, the Pacific war is still in the 'crossing the ocean' phase. There are times in the Pacific when troops get beyond the range of naval gun support, but much of the fighting has been, is now and will continue for some time to be on beaches where Army and Navy combine in amphibious operations. Therefore, the essential element of our dominance over the Japanese has been the strength of our fleet. The ability to move troops from island to island, and to put them ashore against opposition, is due to the fact that our command of the seas is spreading as Japanese naval strength withers. As a rough generalization, the war in Europe is now pre-

dominantly an affair of armies, while the war in the Pacific is still predominantly naval."

Strategy in the Pacific, according to the report, has been to advance on Tokyo from two directions. General of the Army MacArthur's combined Allied Army-Navy force has moved north from the Australian region, while Fleet Admiral Nimitz's U. S. Army-Navy-Marine force has moved west from Hawaii.

It has not been necessary, the report notes, to occupy every atoll: "We could and did pursue a 'leap frog' strategy, the basic concept of which is to seize those islands essential for our use, by-passing many strongly held intervening ones which were not necessary for our purposes. This policy was made possible by the gradually increasing disparity between our naval power and that of the enemy, so that the enemy was and still is unable to support the garrisons of the by-passed atolls."

The material which follows on succeeding pages of this section is quoted from the parts of Fleet Admiral King's report dealing with combat operations.

MARIANAS OPERATIONS

The Marianas form part of an almost continuous chain of islands extending 1350 miles southward from Tokyo . . . affording protected lines of air and sea communication from the home islands of the Japanese empire. Our occupation of the Marianas would, therefore, effectively cut these admirably protected lines of enemy communication, and give us bases from which we could not only control sea areas farther west . . . but also . . . bomb Tokyo. . .

As soon as essential points in the Marshall Islands had been secured preparations were made for the Marianas operation. . .

Enemy airbases on Marcus and Wake Islands flanked on the north our approach. Consequently, a detachment . . . from the 5th Fleet attacked these islands almost a month before the projected landings in order to destroy aircraft, shore installations and shipping. . .

From about the beginning of June, land-based aircraft from the Admiralties, Green, Emirau and Hollandia, kept enemy bases, especially at Truk, Palau and Yap, well neutralized. The fast carriers and battleships of the 5th Fleet . . . prepared the way for the amphibious assault. Carrier planes began attacks on the Marianas on 11 June with the object of first destroying aircraft and air facilities and then concentrating on bombing shore defenses. . .

Initial Landings on Saipan

Saipan, the first objective, was the key to the Japanese defenses; having been in Japanese hands since World War I, its fortifications were formidable. Although a rugged island unlike the coral atolls of the Gilberts and Marshalls, Saipan was partly surrounded by a reef which made landing extremely difficult. To prepare for the assault scheduled for 15 June, surface ships began to bombard Saipan on the 13th . . . minesweepers cleared the waters . . . underwater demolition teams (cleared) the beaches. . .

Early on the morning of 15 June, the transports, cargo ships and LSTs . . . came into position off the west coast of Saipan. . . The first troops reached the beaches at 0840 and within the next half hour several thousand were landed. . . In spite of preparatory bombing and bombardment, the enemy met the landing force with heavy fire from mortars and small calibre guns . . . The strong resistance at Saipan, coupled with the news of a sortie of the Japanese fleet, delayed landings on Guam.

Battle of the Philippine Sea

This sortie . . . promised to develop into a full scale action. On 15 June . . . Admiral Spruance received reports that a large force was headed toward him. . . As the primary mission of the American forces . . . was to capture the Marianas, the Saipan

amphibious operations had to be protected. . . at all costs. . . Admiral Spruance was rightly guided by this basic mission. He therefore operated aggressively to the westward . . . but did not draw his carriers and battleships so far away that they could not protect the amphibious units from any possible Japanese "end-run". . .

On 19 June the engagement with the Japanese fleet began. The actions on the 19th consisted of two air battles over Guam with Japanese planes, evidently launched from carriers . . . and a large scale lengthy attack by enemy aircraft on Admiral Spruance's ships. The result . . . was some 402 enemy planes destroyed out of a total of 545 seen, as against 17 American planes lost and minor damage to four ships.

With further air attacks against Saipan by enemy aircraft unlikely . . . our fleet headed to the westward hoping to bring the Japanese fleet to action. Search planes did not make contact until the afternoon (of the 20th) and, when heavy strikes from our carriers were sent out, it was nearly sunset. The enemy was so far to the westward that our air attacks had to be made at extreme range. They sank 2 enemy carriers, 2 destroyers and 1 tanker and severely damaged 3 carriers, 1 battleship, 3 cruisers, 1 destroyer and 3 tankers. We lost only 16 planes shot down . . . low gasoline . . . and darkness cut the attack short. . . 73 planes were lost due to running out of fuel and landing crashes, but over 90% of the personnel . . . were picked up. . .

The enemy continued retiring on the night of the 20th and during the 21st . . . Admiral Spruance's primary mission precluded getting out of range of the Marianas, and on the night of the 21st, distance caused the chase to be abandoned. The Battle of the Philippine Sea broke the Japanese effort to reinforce the Marianas. . .

Conquest of Saipan

During the major fleet engagement, land fighting on Saipan continued . . . bitterly. . . The Japanese, exploiting the terrain, resisted with machine guns, small arms and light mortars from caves and other almost inaccessible positions. . . On 4 July the 2d Marine Division captured Garapan, the capital city . . . and all organized resistance ceased on the 9th. . .

While the campaign ashore went on, it was constantly supported by surface and air forces. Surface ships were always ready to deliver gunfire, which was controlled by liaison officers ashore in order to direct the fire where it would be of greatest effectiveness. Carrier aircraft likewise assisted. Supplies, ammunition, artillery and reinforcements were brought to the reef by landing craft and were carried ashore by amphibious vehicles until such time as reef obstacles were cleared

and craft could beach. . . Tanapag Harbor was cleared and available for use 7 July.

Japanese planes . . . harassed our ships off Saipan from the time of landing until 7 July. Their raids were not large and . . . did little damage. An LCI was sunk and the battleship *Maryland* damaged. An escort carrier, two fleet tankers and four smaller craft received some damage. . .

Reoccupation of Guam

. . . Unexpectedly stiff resistance on Saipan, together with the sortie of the Japanese fleet, had necessitated a postponement of landings on Guam. This delay permitted . . . bombardment . . . unprecedented in severity and duration. Surface ships first bombarded Guam on 16 June; from 8 July until the landing on the 21st the island was under daily gunfire from battleships, cruisers and destroyers, which destroyed all important emplaced defenses. This incessant bombardment was coordinated with air strikes from fields on Saipan and from fast and escort carriers. . .

Troops landed on Guam on 21 July . . . Beach conditions were unfavorable and landing craft had to transfer their loads to amphibious vehicles or pontoons. . . There were two simultaneous landings: one on the north coast east of Apra Harbor and the other on the west coast south of the harbor. . .

While enemy opposition was stubborn, it did not reach the intensity encountered on Saipan and on 10 August all organized resistance . . . ceased.

Occupation of Tinian

Located across the narrow channel to the southward of Saipan, Tinian was taken by troops who had already participated in the capture of the former island. Intermittent bombardment began at the same time as on Saipan and continued not only from sea and air, but from artillery on the south coast of Saipan. A joint naval and air program for "softening" the defenses . . . went on from 26 June to 8 July, and thereafter both air and surface forces kept the enemy from repairing destroyed positions. There were heavy air and surface attacks on 22 and 23 July. . . The landings, which took place on beaches at the northern end of Tinian, began early on 24 July. Beach reconnaissance had been conducted at night and the enemy was surprised in the location of our landing. . . Resistance was much less stubborn than on the other islands. On 1 August the island was declared secure and the assault and occupation phase ended on the 8th.

Throughout this period, surface and air units provided constant close support to the ground troops. In addition, on 4 and 5 August units of the fast carrier task force virtually wiped out a Japanese convoy, and raided airfields and installations in the Bonin and Volcano Islands. Damage to the enemy was 11 ships sunk, 8 ships damaged, and 13 aircraft destroyed; our losses were 16 planes.

REOCCUPATION OF THE PHILIPPINES

Initial plans for re-entry into the Philippines intended securing Morotal as a stepping stone with a view to landings . . . on Mindanao some time in November. The decision to accelerate the advance by making the initial landings on Leyte in the central Philippines was reached in middle September when the 3rd Fleet air strikes disclosed the relative weakness of enemy air opposition. It was decided to seize Leyte Island . . . on 20 October and thus secure airdrome sites and extensive harbor and naval base facilities. The east coast . . . offered certain obvious advantages . . . It had a free, undefended approach . . . sufficient anchorage area, and good access to the remainder of the central islands in that it commanded the approaches to Surigao Strait. Moreover, the position by-passed and isolated large Japanese forces in Mindanao. The accelerated timing . . . and choice of the east coast . . . required, however,

the acceptance of one serious disadvantage—the rainy season. Most . . . of the Philippines are mountainous and during the northeast monsoon, from October to March, land areas on the east sides of the mountains have torrential rains. . .

The Central Philippine Attack Force, composed of 7th Fleet units, greatly augmented by Pacific Fleet forces, . . . comprised a total of more than 650 ships. . . . Four Army divisions were to be landed on D-day.

The 3rd Fleet . . . was to cover and support the operation by air strikes over Formosa, Luzon and the Visayas, to provide protection for the landing against heavy units of the Japanese fleet. . . .

Preliminary Strikes By Fast Carrier Task Force

Preparatory strikes to obtain information on installations, and to destroy

air and surface strength . . . lasted from 9 to 20 October . . . A cruiser-destroyer task group bombarded . . . Marcus Island on 9 October. . . Carrier aircraft attacked Okinawa Island . . . on 10 October. The Japanese apparently were taken by surprise . . . Many enemy ships were sunk and airfields and facilities severely damaged.

On 11 October . . . a fighter sweep against Aparri . . . disorganized the relatively undeveloped and lightly garrisoned fields there.

The next attack, on Formosa and the Pescadores, took place on 12 and 13 October. These strikes on aviation facilities, factory warehouses, wharves and coastal shipping, were expected by the enemy and, for the first time in this series of operations, a large number of enemy planes were over the targets and antiaircraft fire was intense. In spite of opposition, 193 planes were shot down on the first day and 123 more were destroyed on the ground . . .

On 18 October the carrier planes again struck the Philippines. In strategic as well as direct tactical support of the landing of . . . forces at Leyte on the 20th, the strikes of the 18th and 19th were aimed at the northern and central Philippines. On 20 October some of the fast carriers furnished direct support to the Leyte landing and others conducted long range searches for units of the enemy fleet. . .

Leyte Landings

During the nine days preceding the landing . . . task groups sortied from New Guinea ports and the Admiralties and moved toward Leyte Gulf. On 17 October (D-minus-3 day) preliminary operations commenced under difficult weather conditions. By D-day the islands guarding the eastern entrances to Leyte Gulf were secured. The approach channels and landing beaches were cleared of mines and reconnaissance of the main beaches . . . had been effected.

After heavy bombardment by ships' guns and bombing by escort carrier planes . . . landings were made without difficulty . . . Our troops were established in the central Philippines, but it remained for the naval forces to protect our rapidly expanding beachheads from attack by sea and air.

In the amphibious phase of the Leyte operation, YMS 70 sank in a storm . . . and the tug *Sonoma* and the LCI (L)1065 were sunk by enemy action. The destroyer *Ross* struck a mine on 19 October and the light cruiser *Honolulu* was seriously damaged by an aerial torpedo on 20 October. . .

Battle for Leyte Gulf

Between 23 and 26 October a series of major surface and air engagements took place with far-reaching effect. These engagements . . . designated the



Battle for Leyte Gulf . . . culminated in three almost simultaneous naval actions, the Battle of Surigao Strait, the Battle off Samar, and the Battle off Cape Engano . . .

Three enemy forces were involved. One of the these, referred to herein-after as the Southern Force, approached Leyte through Surigao Strait and was destroyed there by 7th Fleet units on the night of 24-25 October. A second, or Central Force, passed through San Bernardino Strait in spite of previous air attacks by 3rd Fleet carrier planes and attacked 7th Fleet escort carriers off Samar on the morning of the 25th. Finally, a Northern Force approached . . . from the direction of Japan . . . and most of it (was) destroyed by the 3rd Fleet fast carrier force on the 25th.

On the early morning of 23 October, two submarines, *Darter* and *Doce*, in the narrow channel between Palawan and the Dangerous Ground to the westward, discovered the Central Force, then composed of 5 battleships, 10 heavy cruisers, 1 or 2 light cruisers, and about 15 destroyers. These submarines promptly attacked, reporting four torpedo hits in each of three heavy cruisers, two of which were sunk and the third heavily damaged . . . Other contacts were made later in the day in Mindoro Strait and off the approach to Manila Bay, resulting in damage to an enemy heavy cruiser.

On the 24th carrier planes located and reported the Central Force (in the Sibuyan Sea) and the Southern Force (proceeding through the Sulu Sea) sufficiently early to permit aircraft from . . . fast carriers to inflict substantial damage.

The third enemy force, the Northern, was not located . . . until so late on . . . the 24th that strikes could not be launched . . . until the next morning. While these searches and strikes were being made, the northernmost of our fast carrier task groups was subjected to constant attacks by enemy land-based planes.

Although about 110 planes were shot down . . . one . . . succeeded in bombing the light carrier *Princeton* . . . (which) was sunk by torpedo fire from our own ships. It should be noted that *Princeton* was the first fast carrier lost . . . since the sinking of *Hornet* in the Battle of the Santa Cruz Islands on 26 October 1942.

Battle of Surigao Strait

A part of the enemy's Southern Force entered Surigao Strait in the early hours of 25 October. Seven ships (2 battleships, 1 heavy cruiser, and 4 destroyers) advanced in rough column up the narrow strait during darkness toward our waiting forces. The enemy was first met by our PT boats, then in succession by three co-ordinated destroyer torpedo attacks, and finally by devastating gunfire from our cruisers and battleships which had been disposed across the northern end of the strait . . . The Japanese lost 2 battleships and 3 destroyers almost before they could open

fire. The heavy cruiser and one destroyer escaped, but the cruiser was sunk on the 26th by our planes. Other ships of the Southern Force which did not engage in the night battle were either later sunk or badly damaged by aircraft attack. In the night action, the destroyer *Albert W. Grant* was severely damaged by gunfire; our other ships suffered no damage.

Battle Off Samar

Throughout the 24th the 3rd Fleet carriers launched strikes against the Central Force . . . of 5 battleships, 8 cruisers and 13 destroyers . . . Our . . . attacks . . . sank the new battleship *Musashi* . . . 1 cruiser and 1 destroyer, and heavily damaged other units, including the battleship *Yamato*, sister ship of the *Musashi* . . . Part of the Central Force continued doggedly through San Bernardino Strait and moved southward unobserved off the east coast of Samar. Our escort carriers with screens . . . were dispersed in three groups to the eastward of Samar, with the mission of maintaining patrols and supporting ground operations on Leyte. Shortly after daybreak on 25 October the Japanese Central Force, now composed of 4 battleships, 5 cruisers and 11 destroyers, attacked the group of escort carriers . . .

The 6 escort carriers, 3 destroyers and 4 destroyer escorts fought valiantly . . . Desperate attacks were made by planes and escorts. . . After two and one-half hours of almost continuous firing the enemy retired towards San Bernardino Strait. Planes from all three groups of escort carriers, with the help of 3rd Fleet aircraft . . . sank 2 enemy heavy cruisers and 1 destroyer. Another crippled destroyer was sunk and several other enemy ships were either sunk or badly damaged on the 26th . . .

In the surface engagement, the destroyers *Hoel* and *Johnston*, the destroyer escort *Roberts* and the escort carrier *Gambier Bay* were sunk by enemy gunfire. Other carriers and escort ships which . . . sustained hits . . . included *Suwanee*, *Santee*, *White Plains* and *Kilken Bay*. Enemy dive bombers on the morning of 25 October sank the escort carrier *Saint Lo*. Approximately 105 planes were lost by 7th Fleet escort carriers. . .

Battle Off Cape Engano

Search planes from 3rd Fleet carriers had located the enemy Southern and Central Forces on the morning of 24 October . . . composed of battleships, cruisers and destroyers, without aircraft carriers . . . Admiral Halsey reasoned that there must be an enemy carrier force somewhere in the vicinity . . . A special search . . . resulted in the sighting . . . on the afternoon of the 24th of the enemy Northern Force—a powerful collection of carriers, battleships, cruisers and destroyers—standing to the southward.

During the night of 24th-25th, our carrier task force ran to the northward and before dawn launched planes

. . . Throughout most of 25 October the Battle off Cape Engano went on with carrier aircraft striking the enemy force . . . consisting of 1 large carrier, 3 light carriers, 2 battleships with flight decks, 5 cruisers, and 6 destroyers. Beginning at 0840 air attacks on these ships continued until nearly 1800. Late in the day a force of our cruisers and destroyers was detached to finish off ships which had been crippled. In that day's work all the enemy carriers, a light cruiser, and a destroyer were sunk, and heavy bomb and torpedo damage was inflicted on the battleships and other Japanese units.

Early on . . . the 25th . . . the Central Force . . . pushed on through San Bernardino Strait . . . and was attacking . . . escort carriers. Consequently, Admiral Halsey dispatched a detachment of fast battleships and carriers to the assistance of these 7th Fleet units . . . 3rd Fleet aircraft reached this Central Force after it had begun to retire and inflicted additional serious damage. On the afternoon of 25 October our carrier planes probably sank 2 heavy cruisers and a light cruiser, blew the bow off a destroyer, and damaged 4 battleships and other cruisers and destroyers. Fast surface ships of the 3rd Fleet . . . encountered a straggler on the 26th, which was promptly sunk. This straggler was identified as either a cruiser or destroyer.

On 26 October aircraft from 3rd Fleet carriers attacked the retiring Japanese forces again, doing further damage to the surviving battleships. By the end of that day, the Battle for Leyte Gulf was over and the three enemy forces were either destroyed or had retreated . . . Losses of our 3rd Fleet in the action amounted to 40 planes in combat, in addition to the light carrier *Princeton*.

November Carrier Task Force Strikes

Carrier aircraft of the 3rd Fleet struck at Manila and the airfields in the vicinity on 5 and 6 November. They destroyed 439 planes, sank a cruiser, a destroyer, a destroyer escort, a submarine chaser, an oiler, 2 transports, and a freighter, as well as damaging 44 vessels. They hit numerous ground installations and destroyed railroad facilities.

On 11 November planes from the fast carriers . . . destroyed a Japanese convoy entering Ormoc Bay . . . They sank 4 transports, 5 destroyers, and 1 destroyer escort, and shot down 13 enemy aircraft.

Another two-day series of strikes on Luzon . . . occurred on 13 and 14 November . . . Carrier aircraft sank 3 transports, 3 freighters, and 3 destroyers, and damaged 40 vessels. 84 enemy planes were destroyed . . .

Another air attack on Luzon targets came on the 19th. There was little airborne opposition, only 16 planes being shot down at the target, but 100 were destroyed on the ground

and, with those shot down near the carriers, 124 planes were eliminated during the day.

On 25 November . . . a light cruiser, a mine layer, a destroyer escort, 6 freighters, and a tanker were sunk, 29 vessels were damaged. Over the target our planes shot down 25 aircraft and destroyed 32 on the ground . . . and 31 enemy planes were shot down near our ships.

Landings at Ormoc Bay

In order to cut the enemy overwater lines of supply and reinforcement and to separate enemy ground forces on Leyte, an additional amphibious landing was made at Ormoc Bay, on the west coast of the island, on 7 December. Naval forces . . . put Army troops ashore 3 miles southeast of Ormoc against sporadic resistance. The destroyer *Mahan* and destroyer transport *Ward* were, however, so heavily damaged by enemy aerial torpedoes that it was necessary for them to be sunk by our own forces. Several days prior to the landing the destroyer *Cooper* was lost in a night action . . . and on 11 December the destroyer *Reid* was sunk during an enemy air attack on a supply convoy . . .

Landings on Mindoro

In 15 December . . . forces landed on the southwest coast of Mindoro . . . The landing was without opposition from shore, but sporadic air attacks resulted in the sinking of a few LSTs. In moving from Leyte to Mindoro, our forces obtained the advantages of more favorable weather for . . . aircraft operations.

Occupation of southwest Mindoro presented a more serious threat to Manila and to Japan's shipping lanes through the South China Sea . . . Carrier planes of the 3rd Fleet promptly began making Manila Bay untenable . . . In attacks on 14, 15 and 16 December our carrier aircraft sank or destroyed 27 vessels and damaged 60 more, destroyed 269 Japanese planes, and bombed air and railroad facilities.

On 17 December sea conditions began to deteriorate east of Luzon where the 3rd Fleet was scheduled to refuel; a typhoon of severe intensity developed with great rapidity along an erratic course. Although the main body of the fleet escaped the center of the storm, the destroyers *Hull*, *Spence* and *Monaghan* were lost.

Landings at Lingayen Gulf

The mid-December carrier strikes on Manila Bay had led the enemy to expect further landings in that area. When we by-passed southern Luzon and landed on the south and southeast coast of Lingayen Gulf on 9 January, the enemy was again taken by surprise.

Luzon . . . is generally mountainous, but is cut by two large valleys. The central plain, extending from Lingayen to Manila Bay—about 100 miles long and 30 to 50 miles wide—contains . . . the major concentration of the

population and wealth, numerous airfields, and a network of roads and railways. Prompt seizure of this area would strike at the heart of the enemy defenses . . . provide bases for support of further operations . . . and deny the enemy the freedom of the South China Sea. The most vulnerable part . . . is at Lingayen, where the low land does not offer the same opportunities for defense as do the approaches to Manila Bay.

The Luzon Attack Force . . . numbered more than 850 ships . . . The 3rd Fleet . . . with its fast carrier task force . . . was to cover and protect the operation by air strikes over Luzon, Formosa and the Nansei Shoto. Complete surprise was attained in attacks on Formosa and the southern Nansei Shoto on 3 and 4 January . . . Luzon was hit 6 January, with the zone of operations extending southward to the Manila Bay area in order to give special attention to enemy airfields . . . The attack was . . . renewed on the 7th.

Landings in Lingayen Gulf were scheduled for 9 January. During the passage of the attack force to Lingayen there was no enemy surface opposition. One Japanese destroyer put out from Manila Bay, and was sunk . . . Intensive air attack both during the passage and the preliminary operations . . . resulted in the loss of the escort carrier *Omanney Bay*, the fast mine sweepers *Long*, *Hovey* and *Palmer*, and considerable topside damage to other ships. For three days prior to the assault . . . battleships, cruisers and destroyers bombarded the area, while mine sweepers were at work and beach obstacles were being cleared. Immediately prior to the landings the bombardment . . . and air strikes . . . were intensified; the assault waves were preceded by rocket-firing and mortar-carrying landing craft . . .

While the troops were going ashore, the 3rd Fleet carrier task force was striking Formosa . . . As a result of this operation there was little enemy air interference with the . . . landings: the 3rd Fleet in addition netted 15 enemy ships sunk and 58 damaged . . .

3rd Fleet Covering Operations

In continued support of the Lingayen operations, the 3rd Fleet fast carrier task force made a thrust into the South China Sea, especially seeking the destruction of any major units of the Japanese fleet . . . None were found, but the air strikes of 12 January . . . between Saigon and Camranh Bay achieved much shipping destruction. One enemy convoy was entirely destroyed and two others were severely mauled: the shipping tally totaled 41 ships sunk and 31 damaged, 112 enemy planes were destroyed, and docks, oil storage and air field facilities were heavily damaged . . .

Formosa was struck again on the 15th . . . while fighter sweeps and searches were made to Amoy, Swatow, Hong Kong and Hainan.

Hong Kong, Canton and Hainan were struck in force on 16 January. A considerable amount of shipping was damaged or destroyed. Extensive destruction was inflicted on docks, refineries and the naval station in the Hong Kong area, while huge fires were started at Canton.

In . . . this thrust into waters that the enemy had hitherto considered his own, 3800 miles were traversed in the South China Sea with no battle damage to our ships. No enemy aircraft had been able to approach the fast carrier task force closer than 20 miles.

Formosa and the southern Nansei Shoto were again attacked on 21 January . . . Heavy damage was inflicted on aircraft, shipping, docks and the industrial area . . . On the following day Okinawa . . . was struck . . . These strikes led to a marked lessening of Japanese air effort against the Luzon assault forces.

Operations Against Manila

To accelerate . . . operations against Manila and to open sea access to its harbor, additional amphibious landings were carried out in southwestern Luzon . . . On 29 January an amphibious assault force put the . . . Army . . . ashore in the San Narciso area, northwest of Subic Bay . . . designed to cut off Bataan Peninsula . . . On the 30th troops were landed on Grande Island in Subic Bay . . . and this fine harbor was made available for further operations against the Manila entrance.

An assault force landed elements . . . at Nasugbu, 15 miles directly south of the entrance to Manila Bay, on 31 January . . .

On 13 February . . . light cruisers and destroyers . . . commenced a preliminary bombardment of the entrances to Manila Bay and on the following day continued to shell Corregidor Island and the southern portion of Bataan peninsula. Mine sweepers began clearing Manila Bay. On the 15th . . . troops landed at Mariveles on Bataan against very light opposition and on the 16th landings were made on Corregidor itself.

The ability to place troops ashore in protected and mined waters was made possible by naval gunfire against the fixed defenses of Corregidor, and the sweeping of mines in the channel between Corregidor and Mariveles. In considerably less than two months . . . General of the Army MacArthur's forces had covered the ground that had required more than four months for the Japanese in 1942. In comparing the methods used by the two invaders . . . it is interesting to note that in both cases the attacking forces had control of the sea and air. The Japanese relied principally on field artillery from Bataan against our guns on Corregidor. Our method employed naval strength as the spearhead of amphibious assault, thus allowing the ground force commander flexibility in selecting the time and place of the attack.

THE NORMANDY INVASION

... Our amphibious operations in North Africa, Sicily and Italy had demonstrated that, given air and sea superiority, there would be small doubt of our initial success, even against so strongly fortified a coast as northern France. The critical factor was whether, having seized a beachhead, we would be able to supply and reinforce it sufficiently fast to build an army larger than that which the enemy was certain to concentrate ... The operation thus had two phases ... the assault and the build-up ...

The Baie de la Seine beaches ... were selected ... because of their proximity to the relatively undamaged ports of southern and western England, and because they were within easy range of fighter plane bases in England. The region was not so heavily fortified as the Pas de Calais area, and could be more easily isolated from other German forces by destruction of the Seine River bridges. The major deficiency ... was the lack of a good harbor ...

The date ... was determined chiefly by weather and tide conditions. The late spring or early summer presented the most favorable weather prospects, and the long days enhanced our air superiority. A spring tide was desirable so that as many as possible of the beach obstacles would be exposed at low water and landing craft could be floated far up the beach at high tide. The time of day was determined so as to allow some daylight for preliminary bombardment ... and a half-tide ... to enable landing craft to pass over rocks.

Joint Army-Navy training began in September 1943. In the spring of 1944 several large scale rehearsals were conducted in order to perfect our technique and achieve effective coordination between the troops and the vessels ...

The general scheme ... provided for landing U. S. troops in U. S. vessels on the western half of the area to be attacked, while the British and Canadians took the eastern half. The naval assault force was consequently divided into the Western (U. S.) Task Force and the Eastern (British) Task Force. The Western Naval Task Force ... was comprised of two assault forces: "O" ... "U" ... and a follow-up force.

By 1 June, when the loading of troops began, 2,493 U. S. Navy ships and craft had been assembled ...

On 3 June all troops had been loaded ... but ... timing of the operation was still undetermined. At least four days of good weather were needed, commencing with D-day, which was initially set for 5 June. It was apparent on 3 June that unfavorable weather was developing, and early on 4 June the order for a postponement of 24 hours was broadcast. By the evening of 4 June, much improved conditions were forecast for the morning of the 6th, although there was some doubt

as to how long the favorable condition would continue. However, because of tide and light considerations, the uncertainty of the weather ... was accepted, and on the evening of 4 June a confirmation of 6 June as D-day was broadcast.

The terrain where the landings were made was of great natural defensive strength, augmented by many strongly protected and cleverly concealed gun emplacements, machine gun nests and pill boxes ... slit trenches, tank traps and antitank ditches ... rows of underwater obstacles consisting of hedgehogs, tetrahedrons and pole ramps interconnected by barbed wire and thickly sown with mines. Guns ... in some cases were completely concealed from seaward by concrete walls covered with earth ...

The Assault on "Omaha" Beach

Force "O," the larger of the two American assault forces, had as its target the Vierville-Colleville sector ... called for the purpose of these landings beach "Omaha." On its eastern flank was Port-en-Bessin, which marked the dividing line between the British and American areas. On its western flank was the Carentan estuary, which separated it from Force "U's" beach, "Utah," on the Cherbourg peninsula ...

Convoys began moving on 5 June ... No enemy action hindered the movement, but a choppy sea with a 20-knot wind ... made landing operations difficult ... Mine sweepers cleared channels, and *Arkansas*, *Texas* and other combat ships opened their scheduled fire on shore batteries. Unfortunately ... the planned air bombing was hampered by weather conditions, and certain LCT(A)s (landing craft armed with M-4 tanks) and amphibious tanks failed to reach the beach on schedule. In addition, the 352d Field Division of the German Army happened to be holding exercises in the area, and immediately joined the coastal defense troops ...

The tanks, infantry and demolition parties ... were subjected at once to a heavy cross-fire ... losses were severe. Troops continued ... toward the beach and by 1030 the entire landing force had been committed, though numerous personnel ... were pinned down on the beach just above high water by enemy fire. Destroyers and gunfire support craft stood in as close to the beach as the depth of water would allow and engaged all enemy guns which they could observe. The first encouraging news came at 1100 when German soldiers began to leave their posts and surrender ... By late afternoon ... action against the beach area had ceased, and the work of organizing the beaches for further unloading was progressing ...

Our heavy ships had no trouble in putting the enemy's major shore batteries out of action promptly. Our

chief difficulties came from the light artillery and machine guns which the enemy had sited to fire up and down the beach ... These guns, which were very difficult to detect, waited for our troops to land before opening fire. Specially trained Navy Shore Fire Control Parties were put ashore early ... to inform our ships by radio of the location of such targets, but many of them were unable to set up their radio equipment because of casualties and enemy fire. At this juncture 8 U. S. and 3 British destroyers ... took many enemy positions under fire. This unplanned bombardment ... deserves great credit ... By 1300 ... the shore fire control parties had begun to function according to schedule. Acting on their directions, *Texas* and the other ships repeatedly took enemy troops, tanks and vehicles under fire several miles inland. On D-plus-2 day, for example, *Texas'* 14-inch guns demolished the railway station at Isigny and effectively scattered a convoy of German vehicles ... A German Government broadcast ... expressed admiration of the military value of this naval gunfire. These "floating batteries," it said, "enabled the invaders to achieve overpowering artillery concentrations at any point ..."

The Assault on "Utah" Beach

The assault on "Utah" beaches progressed substantially as planned. Bombardment [and] aerial bombing, preceded the landing of waves of amphibious tanks and landing craft carrying troops ... which were supported by rocket-firing landing craft ... Main battery fire from *Nevada* and *Quincy* had breached the seawall in five places, materially aiding our advance inland ... Nearly all of the beach obstacles were exposed and Army engineers and Navy demolition teams were able to clear lanes ... Although our concentrated air and naval bombardment had temporarily neutralized the enemy's coastal batteries ... the enemy from 1100 onwards brought the beach under accurate artillery fire. Aided by shore fire control parties, our support ships replied. Some of the enemy batteries were extremely hard to knock out, but by early afternoon all but three had been silenced ... During the first twelve hours we landed 21,328 troops, 1742 vehicles and 1695 tons of supplies.

The Normandy Build-Up

Once the Army had been successfully established on the beaches, the Navy's primary responsibility was supply. The enemy had fortified ... ports to such an extent as to make the military cost of direct attack upon them extreme. On the other hand, to attempt the assault of a continent over open beaches, affording no protection from the vagaries of the weather, would place the entire operation in jeopardy.

The solution ... was one of the

most dramatic creations of the war—the artificial harbors, or “Mulberries,” and the small boat shelters, or “Gooseberries.” There were to be two of the former—“Mulberry A” in the American sector (at St. Laurent in “Omaha” area), and “Mulberry B” in the British sector at Arromanches—and five “Gooseberries,” three in the British sector and one on each of the two American beaches.

The “Gooseberries,” created by sinking a number of old warships and merchant ships in a line in 2.5 fathoms . . . were to provide a refuge for small craft . . . The blockships were to proceed to the beaches under their own power, and be sunk quickly by internally placed explosives . . .

The “Mulberries” were much more complicated . . . The tremendous task of manufacturing and assembling the many components had to be carried out with complete secrecy, lest the enemy gain a clue as to our intention to assault a harborless part of the French coast. It was necessary to tow “Mulberry” units and other essential parts of the invasion armada across

the channel. This . . . role was carried out by a large pool of British and American tugs. The latter had come across the Atlantic under their own power, many of them manned by civilian masters and crews . . .

On 7 June . . . Seabees sank hollow concrete caissons, each mounting an AA gun, in designated positions by flooding through built-in valves. Inside the breakwater thus formed were established two Loebnitz floating pierheads. These were connected to the beach by a floating roadway composed of bridgework mounted on pontoons, and two sunken causeways constructed of the same material used in pontoon causeways and Rhine barges. Protecting both the breakwater and the blockships of the nearby “Gooseberry” was a line of steel caissons secured end to end and moored to buoys. The work . . . progressed rapidly and smoothly, with all blockships in place by D-plus-4 day . . .

During the first week . . . we succeeded in landing approximately 74,000 troops, 10,000 vehicles, and 17,000 tons of supplies.

Then came the storm . . . by mid-afternoon of the 19th it was blowing a moderate gale . . . When the storm ended . . . 22 June, the beach was a shambles. More than 300 craft had been washed up high and dry . . . The only ferry craft undamaged were the DUKWs . . . safely parked ashore . . .

The “Gooseberry” shelter had held together . . . but the storm had been disastrous to the “Mulberry.” The concrete caissons had either broken apart or had become submerged . . . The roadway to one of the Loebnitz pierheads had been smashed . . . many of its pontoons were flooded. The causeway had held together but was twisted. Many of the steel caissons had carried away from their moorings and had drifted about as a menace to shipping . . . The British “Mulberry” had suffered less . . . Consequently, it was decided to abandon the American harbor. The British one was completed, partly with material salvaged from the American.

A major port was absolutely necessary if unloading schedules were to be maintained through the fall and winter. The first to fall to our troops was Cherbourg . . .

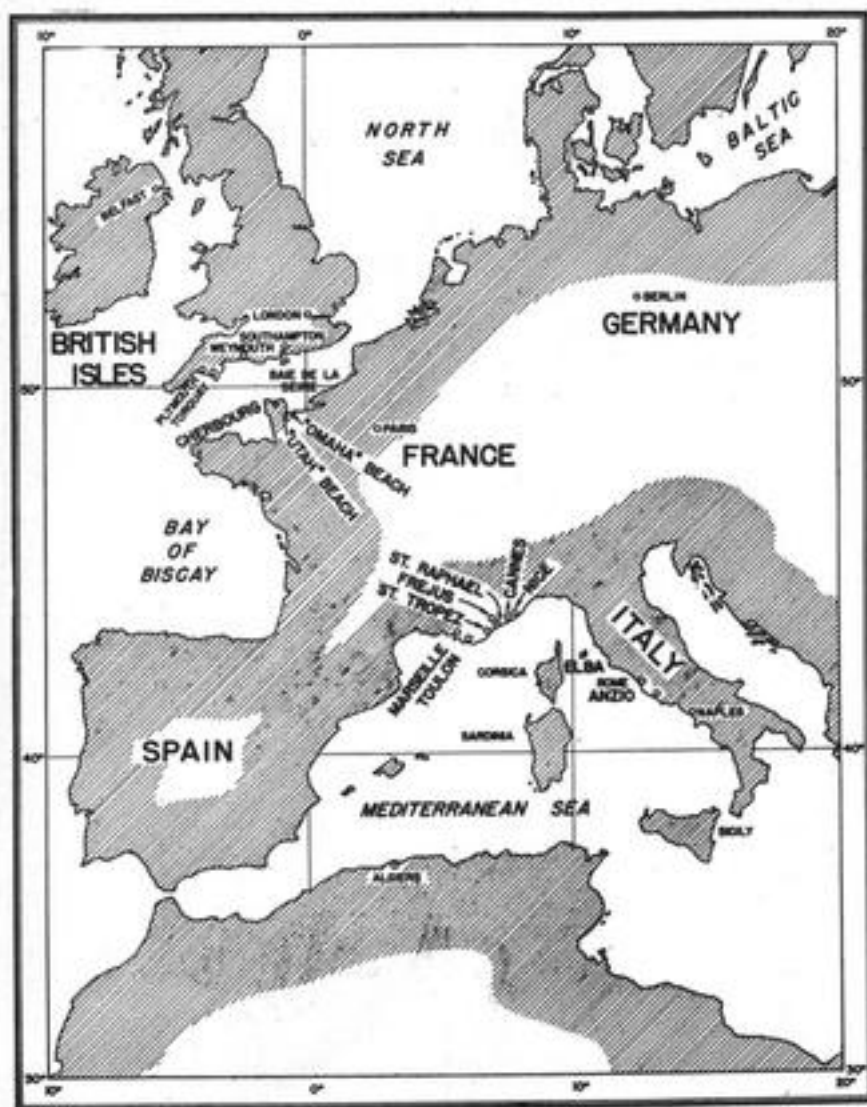
Bombardment of Cherbourg

The shore batteries which commanded the waters leading to Cherbourg . . . consisted of 20 casemated batteries (guns covered by steel and concrete walls and roofs), three of which had 280-mm. guns with an estimated range of 40,000 yards (approximately 20 miles) . . .

The battleships *Nevada*, *Texas* and *Arkansas*, U. S. cruisers *Tuscaloosa* and *Quincy*, British cruisers *Glasgow* and *Enterprise* and 11 destroyers approached the coast shortly before noon on 25 June. The intention was to avoid engaging the enemy batteries . . . and provide the support requested by our troops. The Germans, waiting until our ships arrived well within range, opened fire . . .

By 1230 the enemy's fire had become so heavy and accurate that our ships were directed to maneuver independently, and they steamed back and forth in a line ranging from four to eight miles offshore. While the heavy ships fired at targets inland designated by shore fire control parties and spotting planes, the destroyers endeavored to silence the enemy coastal batteries. The latter were only partly successful, and our ships continued to be under shore fire until, having completed their mission, they retired shortly before 1500. This abnormal exposure of ships to heavy shore guns, without adequate counterfire, was well warranted by the urgent need of supporting our invading troops. The Army later reported that of 21 firings requested on inland targets, 19 were successful.

Of the seven heavy ships engaged . . . all but one were either hit or had fragments on board. Personnel casualties—14 dead and 28 wounded for the entire force—were remarkably small. The 7th Corps occupied Cherbourg two days later . . .



THEY NEVER GAVE UP

When the Navy moved in on the Philippines it was not an uncommon sight to see warships and planes rendezvous offshore with outrigger canoes. The canoes were loaded with guerrillas — American and Philippine fighters who wouldn't call it quits after the fall of Corregidor ended organized resistance to the Japs in 1942. Terrorizing the Japs for three years, the guerrillas contributed to the final rout of the enemy when the Yanks came back. They helped also by taking down U. S. airmen under their wing.

Official U. S. Navy photographs



OLD GLORY identifies men in canoe approaching Navy ship as old friends.



SCORPIONS was name Japs gave one veteran guerrilla band that fought by night, hid by day. A Navy PBY withdrew nine of the band to American lines.



FILIPINOS furl flag which identifies them as Philippine American Army men. LCI gave them food, arms to fight.



BACK on carrier after being shot down on Luzon and picked up by guerrillas, Lt. Alex Vraciu waves Jap sword.

PRISONERS FREED IN PHILIPPINES

THE following is a list of naval personnel liberated from war prisons in the Philippines, as reported to BuPers through 10 March 1945. Additions will be published in later issues of the Information Bulletin as they are reported. Home towns shown after the names are from the latest available next-of-kin records.

Alex, Harford L., CM, Richardson, Ky.
 Alden, John, Pay Clerk, Temple City, Calif.
 Allison, Eugene K., ADM2c, San Jose, Calif.
 Andersen, Roger H., CM1c, Roseville, Calif.
 Augustin, Pedro, CK1c, Mariveles, Bataan, P.I.
 Baumgardner, Earl G., Lt., Yonkers, N. Y.
 Baitly, Frederick, Lt. Comdr., DelMar, Calif.
 Bevy, William A., Ens., Stillwater, Okla.
 Bicknell, Walter H., Comdr. (SC), Vallejo, Calif.
 Bills, Otis R., CRM, Miami, Fla.
 Bligham, Cordell, B1c, Sacramento, Calif.
 Bishop, Raymond E., MM1c, San Diego, Calif.
 Black, Jack, Flt. McKenzie Bridge, Oreg.
 Boas, Fern G., CDM, Glencoe, Ky.
 Bort, Harold M., ADM2c, Watford, N. Y.
 Bowen, Robert O., Flt. Ridgeport, Conn.
 Branson, Thomas F., Jr., PM2c, Columbus, Ga.
 Bray, James F., Jr., PM2c, Terre Haute, Ind.
 Brewster, Earl R., Lt. (jg) (SC), Coronado, Calif.
 Britain, Mark F., RM1c, Hamilton, Tex.
 Britney, Dudley R., CEM, Manette, Wash.
 Brook, Charles B., Lt., Baltimore, Md.
 Brothman, Lynn W., S1c, Erie, Pa.
 Brossard, Luke H., CRM, Long Beach, Calif.
 Burke, John, SK1c, San Diego, Calif.
 Burke, John J., Flt., San Francisco, Calif.
 Burtz, John, SK1c, Farrell, Pa.
 Busch, Richard C., Cox, Portland, Oreg.
 Butler, Francis E., CMM, Philadelphia, Pa.
 Byers, Elmer G., Jr., Gunner, Long Beach, Calif.
 Calkins, Joseph V., S1c, Weyerhaeuser, Wisc.
 Carden, Tom H., Ens., Pensacola, Fla.
 Castrol, Larry L., CPM, Alexandria, Va.
 Catter, Frederick K., Jr., S1c, San Jose, Calif.
 Chandler, Barron W., Ens., Drexel Hill, Pa.
 Chapman, Mary, Lt. (NC), Chicago, Ill.
 Crook, L. B., S1c, Lansing, Mich.
 Church, Paul C., S1c, Vancouver, Wash.
 Cline, Francis M., Cox, Galena, O.
 Cusack, Harold K., GM1c, Corwith, Ia.
 Curtis, Juan, OCK1c, Castillejos, Zamboales, P. I.
 Clements, Joe H., ADM1c, Parrish, Ala.
 Cobb, Laura M., Lt. (jg) (NC), Wichita 2, Kans.
 Collins, John P., CMM, McGeehee, Ark.
 Cross, Cornelius T., Lt. Comdr. (DC), Washington, D. C.
 Davidson, Gordon W., WT1c, Des Moines, Ia.
 Deo, Mieczyslaw, MM2c, Holyoke, Mass.
 Dillard, Everett R., Lt., CPM, who was born at Mineral Bluffs, Ga.
 Diamond, Clark W., Jr., QM1c, San Diego, Calif.
 Drown, Jerald J., MM1c, San Diego, Calif.
 Dwyer, Charles A., Lt. (jg) (MC), Houston, Tex.
 Eklstrom, Robert C., KM2c, Brentwood, Wash.
 Engerret, Knut, Lt. Comdr., San Pedro, Calif.
 English, Irvin F., Gunner, National City, Calif.
 Enos, Lawrence, CMM, Portsmouth, Va.
 Erikson, Bjalmar A., Lt. Comdr., Monterey Park, Calif.
 Evans, Bertha R., Lt. (jg) (NC), Portland, Oreg.
 Farr, Morris C., PM3c, Fremont, Neb.
 Farcies, Vivencio, OCK1c, Castillejos, Zamboales, P. I.
 Ferrer, Felix, OSt3c, Tondo, Manila, P. I.
 Gahnete, Mariano, MM1c, Castillejos, Zamboales, P. I.
 Girard, William, P2c, Ashland, Ky.
 Goodall, Henry W., Lt. Comdr., Memphis, Tenn.
 Goralski, Helen C., Lt. (jg) (NC), Omaha, Neb.
 Greene, George W., Lt., Auburn, Ala.
 Grey, James E., Pay Clerk, Detroit, Mich.
 Griffith, Roy J., CCM, Magazine, Ark.
 Groom, Perry W., Jr., MM1c, Stockton, Calif.
 Hadden, John D., Flt. Red Oak, Ga.
 Hall, Clarence G., GM1c, Grand Crossing, Fla.
 Ham, Ralph E., CRM, Verona, Mo.
 Hann, Jim, ACOM, Montezuma, Ind.
 Hanson, Clifford A., Pay Clerk, Long Beach, Calif.
 Harrington, Mary R., Lt. (jg) (NC), San Diego, Calif.
 Harris, Robert B., Ens., Eagle Rock, Calif.
 Harrison, George G., Lt. Comdr., San Francisco, Calif.
 Harrison, Samuel F., MM1c, San Diego, Calif.
 Harvoston, J. B., Flt., San Diego, Calif.
 Hatcher, Charles B., BM2c, Sacramento, Calif.
 Hausman, Edwin J., RM1c, Broad Channel, L. I., N. Y.
 Hendon, Joseph G., CMM, Augusta, Kans.
 Hevon, Joseph E., BM2c, Creston, Ia.
 Hunter, Velt F., CMM, Berkeley, Calif.
 Hunter, William A., Flt., San Diego, Calif.
 Jackson, Paul, Pay Clerk, Long Beach, Calif.
 Jackson, Wilbur J., CEM, Ridgeway, Calif.
 Jarrell, Lee F., EM1c, McDevitt, Fla.
 Jones, Leslie, CMM, Mitchell, Ind.
 Jones, Osborne J., CSM, Thomaston, Ga.
 Kato, Walter L., CRM, Baltimore, Md.
 Kolser, Paul V., RM2c, Suffer, N. Y.
 Kottner, Robert W., PM1c, Buffalo, N. Y.

Kerns, Arno F., CDM, Chicago, Ill.
 Kline, Edward F., Lt. Comdr. (MC), Lakewood Village, Calif.
 Knight, Aubrey A., CEM, San Diego, Calif.
 Kriger, Thomas J., EM1c, Potlatch, Pa.
 Kringer, Orvin G., WT2c, West Brook, Ia.
 Lacosta, Paula, MM1c, San Antonio, Zamboales, P. I.
 Landauer, Norman W., Ens., Frankfurt, Ind.
 Lazar, Anthony J., CEM, Brooklyn, N. Y.
 La Victoire, Isaac N., Sr., Lt., Vandergift, Pa.
 Lehmann, Harold R., Lt. Comdr., San Diego, Calif.
 Lilly, John, CRM, Fairhaven, Mass.
 Lingensick, Victor H., MM1c, St. Louis, Mo.
 Loochbiller, Edward, AOCM, San Diego, Calif.
 Malowski, Harry L., CDM, Cambridge, Mass.
 Manry, Dale R., CSK, Thomaston, Ga.
 Manson, Emmett L., Lt., Worthington, Minn.
 Marshall, William E., CTM, Hannibal, Mo.
 Mass, Rudolph E., Boatwain, Chicago, Ill.
 McAlpin, Covis W., QM2c, Gilmer, Tex.
 McCarthy, James B., CF, New York, N. Y.
 McCoy, Max M., CF, San Obispo, Calif.
 McCracken, Alan R., Comdr. Washington, D. C.
 McKoy, James A., MM2c, Methuen, Mass.
 McIntosh, Edward A., AMM3c, Bellair, Mich.
 McKenna, Hugh J., CWT, Vicksburg, Miss.
 McPherson, James B., Lt., Manila, P. I.
 Menza, William A., AerM3c, Thornton, R. I.
 Mills, Lee G., Gunner, Portland, Oreg.
 Monroe, Robert H., CDM, Monterey, Calif.
 Moran, Joseph E. A., S1c, Danvers, Mass.
 Morris, Melvin C., Flt., Sedro Woolley, Wash.
 Morrissette, Roy L., Chief Quartermaster, Long Beach, Calif.
 Nash, Margaret A., Lt. (jg) (NC), Wilkes-Barre, Pa.
 Northcott, Robert F., S2c, Passy, P. I.
 Norak, Louis, Jr., PM2c, Philadelphia, Pa.
 O'Haver, Goldia A., Lt. (jg) (NC), Hayfield, Minn.
 Olankey, Charles, CY, Charleston, S. C.
 Pace, William G., ADM1c, E. Pasadena, Calif.
 Paige, Elvise E., Lt. (jg) (NC), Lomita, Calif.
 Pantalone, Giuseppe, S1c, Norristown, Pa.
 Parker, John J., CRM, San Francisco, Calif.
 Parks, Harold F., Boatwain, Long Beach, Calif.
 Payne, Harry L., PM3c, Memphis, Tenn.
 Permenter, Donald O., PM3c, Caspar, Calif.
 Pfeiffer, James A., Pharmacist, Upper Darby, Pa.
 Pingo, Luke M., S1c, Independence, Ia.
 Pitcher, Sude J., Lt. (jg) (NC), Des Moines, Ia.
 Pitchford, Robert W., CMM, Long Beach, Calif.
 Pitman, Cooper, CMM, Whistler, Ala.
 Pothman, Max E., Lt. (jg) (MC), Los Angeles, Calif.

Quintana, Felipe, MATE, Olongapo, P. I.
 Radoc, Emigdio, GM1c, San Antonio, Zamboales, P. I.
 Reynolds, Arthur T., BM2c, Detroit, Mich.
 Rickett, Ernest E., MM1c, Beacon, Ia.
 Rogowski, Arthur C., Flt2c, West Alle, Wisc.
 Russell, Otis K., Gunner, Long Beach, Calif.
 Sain, Alma K., Chief Pay Clerk, Oakland, Calif.
 Sandoz, Phillip H., Ens., Romford, R. I.
 Sartin, Lea W., Comdr., Hoima, La.
 Satterfield, Frank A., CCM2d, Saltlick, Ky.
 Sawyer, Joseph H., Lt., Braintree, Mass.
 Schuster, Adolph, CMM, Trenton, N. J.
 Schwelzer, Karl G., Radio Electrician, Long Beach, Calif.
 Sello, Nick, CCM, Manila, P. I.
 Seabels, Bob K., S2c, Indianapolis, Ind.
 Selby, William A., EM1c, Akron, O.
 Seliga, Martin E., CQM, Fitchburg, Mass.
 Shearer, Clarence, Pharmacist, Yonkers, Pa.
 Silverman, Carl, ACOM, Waltham, Mass.
 Slater, Thomas A., GM1c, Philadelphia, Pa.
 Smith, Alford L., Lt. (MC), Alexandria, Va.
 Sorace, John J., CSM, Brooklyn, N. Y.
 Sparks, Deibert L., MM1c, Louisville, Ky.
 Steele, Walter E., CPM, Brentwood, Wash.
 Stef, Harry J., CDM, St. Louis, Mo.
 Stephens, Lawrence B., CCM, Lomita, Calif.
 Stephenson, Joseph E., Boatwain, Greenfield, Mo.
 Steward, Jerry A., Lt. Comdr. (CEC), Streaman, Tex.
 Still, Dorothy, Lt. (jg) (NC), Long Beach, Calif.
 Strong, Robert C., Jr., Lt. Comdr., Arlington, Mass.
 Tapanan, Nicomedes, MATE, Olongapo, P. I.
 Tarkanish, George, S1c, Youngstown, O.
 Taylor, Ralph, Flt., La Porte, Tenn.
 Tenouen, John, CDM, Pangasinan, P. I.
 Thompson, Wendell D., TM1c, Garrett, Kans.
 Tirk, Richard E., Ens., New York, N. Y.
 Todd, C. E., Lt. (jg) (NC), Pomona, Calif.
 Tompkins, Truman E., Radio Electrician, McCall, Miss.
 Villous, Bonifacio, MM1c, San Antonio, Zamboales, P. I.
 Walker, John H., Pay Clerk, Vandergift, Pa.
 Wallis, John (n), CRM, Ringoes, N. J.
 Ware, Ralph G., PM2c, Kittery, Me.
 Wenner, Virgil C., EM2c, Sallman, Calif.
 West, Max L., S1c, Wellston, O.
 Whitney, Elnora T., Lt. Comdr. Arlington, Va.
 White, James F., RM1c, Aurora, Neb.
 Willis, Harry F., CCM, Hamilton, O.
 Wilson, Carl M., MM1c, Long Beach, Calif.
 Wunder, Steven (n), MM2c, Jersey City, N. J.
 Ziefer, Friedrich W., KM1c, Blaine, Wash.
 Zundel, Joseph L., Lt. Comdr. (MC), Detroit, Mich.



LIBERATED from Cabanatuan prison camp on Luzon, Navy men say farewell to Army friends before starting journey home or to join naval units in Pacific.

Official U. S. Navy photograph

MAGAZINE DIGEST

Some current magazine articles of interest to naval personnel (from summaries by Magazine and Book Section, Office of Public Relations.)

PACIFIC

THE PHILIPPINES NEVER SURRENDERED by Edward M. Kuder with Pete Martin (Saturday Evening Post, beginning 10 Feb.). An American with 22 years experience in the Philippines organized the guerrilla warfare in the islands. In a series of 5 dramatic articles, he tells about the Filipinos' fierce underground fight against the Japanese—how he organized the Moros, or Mohammedan Filipinos; how the movement began, how the Japs were ambushed, and how the guerrillas fought.

TODAY ON THE CHINA COAST by John B. Powell (National Geographic, Feb.). The American newspaperman, editor of the China Press and China Weekly Review, who was interned in Shanghai, writes a comprehensive article on the ports visited by Admiral Halsey's flyers in mid-January. In addition to Japan's visible spoils of war—shipyards, coal, iron, steel, etc.—he lists her inevitable gains in undermining Western culture as she "Manchukuoizes" the China coast.

HOW THE ATTACK ON TOKYO WAS PLANNED by Admiral William V. Pratt, USN (Ret) (Newsweek, 26 Feb.). These carrier-plane attacks are not hit-and-run affairs, says Admiral Pratt, but "the latest development of the modern sea battle, in which carrier aircraft are the striking forces and other naval craft, from battleships down to and including submarines, play a supporting role." He analyzes the probable disposition of fleet units in the attack and how the tactics were probably worked out.

WHAT LUZON MEANS TO UNCLE SAM by Frederick Simpich (National Geographic, March). Showing what Luzon's strategic value and natural riches meant to Japanese expansion, and how the country has suffered "grievous economic and social wounds" under Nipponese rule. The author predicts that many U. S. veterans will decide to stay in the islands, just as they did after the Spanish-American War. They will go into business, operate mines and plantations, work on new U. S. bases there.

GUAM IS ON THE WIRE (Popular Mechanics, Feb.). A picture sequence shows how the Guam-Midway cable was restored after a 2½-year "black-out."

MACARTHUR AND THE NAVY by Ernest K. Lindley (Newsweek, 5 March). The question of Pacific casualties, and the differences in Southwest Pacific and Central Pacific fighting which made higher casualties in the latter theater inevitable. Lindley explains why the Joint Chiefs decided that Iwo Jima must be taken, even though they knew the cost would be high. "It would be unfortunate," he says, "if this awful, bloody necessity were to be used to fan the embers of jealousy among the

services and rivalry for the Pacific command."

PACIFIC STRATEGY: WHERE TO BUILD A PHILIPPINES BASE by Admiral William V. Pratt, USN (Ret) (Newsweek, 5 March). Admiral Pratt discusses the shortcomings of Manila as a naval base, and tells why our army on Luzon was doomed when the Pacific war broke. He cited the advantages of a postwar Philippines fleet base in the sea area between Leyte and Samar.

THIS IS THE FACE OF WAR by Charles G. Bolte (Nation, 3 March). The author favors Navy command in the final drive on Tokyo: "On the record the Navy has shown itself well ahead of the Army in the Pacific as regards training, planning, execution, supply; its assault force, the Marine Corps, is probably the most capable body of fighting men in the world." If we take one of the short roads to Tokyo, he favors a Navy show, with Army troops under its command just as the Marines are.

HOW RUSSIA WILL FIGHT JAPAN by Edgar Snow (Saturday Evening Post, 3 March). Straws in the wind, says the author, are examples of Russian help which "cannot yet be discussed," the attitude of Russian officers toward Japan, and quotes from Russian citizens. Snow reviews Russian grievances against Japan in years past, points out what type of hostilities against Japan would be popular in Russia, and has some remarks on Russo-Chinese relations in that respect.

WILL RUSSIA FIGHT JAPAN? by Alexander Kendrick (American, April). A war correspondent recently returned from Russia says preparations within Russia are taking place—including military, diplomatic and psychological. Only hesitation is the thought of the battle fatigue, the manpower losses and the home-front privations of the European war.

PERSONNEL

WING TALK edited by Frederick R. Neely (Collier's, 24 Feb.). "In the Pacific, you keep meeting men who have absolutely no right to be alive," writes Quentin Reynolds, introducing the story of Helicat pilot Lt. John B. Johnson—shot down by a Zeke, strafed by another Jap plane in his rubber life raft, rescued and taken to Saipan, narrowly missed by a sniper's bullet, returned to his carrier, and then, badly wounded, coming in for a "belly-flop" with his hydraulic system out, wheels stuck and flaps not working.

WHO IS THIS MAN NIMITZ? by Admiral William V. Pratt, USN (Ret), (Newsweek, 19 Feb.). Admiral Pratt reviews the contributions of Admiral Nimitz in particular, and the Navy in general, which made possible General MacArthur's return to the Philippines. **ICE WATER ADMIRAL** by Lt. Hannibal Coons, USNR (Argosy, Feb.). Admiral

Raymond Ames Spruance, whose forces "dished it out" to the Japs at Midway, the Marshalls, Truk and the Marianas, has shown his skill as a naval tactician so effectively that he is "America's No. 1 Admiral," claims the author, citing a few of his accomplishments in the Pacific war to back up the claim.

A QUESTION OF BALANCE (Time, 26 Feb.). Time calls Admiral Nimitz "the fleet's human gyrocompass, always on the true plane, always on course for Tokyo." The Admiral's photograph appears on Time's cover and the profile reviews his life and the operations under his command in the Pacific, tells how the "Admiral's team" was moved to Guam.

ONE MAN'S CONTRIBUTION by E. M. Van Duzer (Motor Boating, Feb.). How the Seamanship Training Corps prepares high-school youths for petty-officer ratings in the sea services; its history, founder, and plans for the future.

THE GENTLE MARINE by Sgt. Dan Levin (Liberty, 3 March). A Marine hero of a different type is Pfc. Joseph Morris Berger, who learned Japanese on his own after joining up, was assigned to the 5th Amphibious Corps as an interpreter during the invasion of Saipan. In a first-aid unit, he did all possible to help the enemy civilians, and was told by a high-ranking Army officer, "I think you've done more than any man on Saipan or Tinian to build good-will for America among the people who lived here." Overjoyed, Berger said, "Now maybe I'll make corporal."

"MISS MAC" (Time, 12 March). Complimentary profile of Capt. Mildred McAfee of the Waves, with Time crediting her keen judgment as the foundation of Waves' success. Time's cover is a picture of Capt. McAfee.

SHIPS

THE TRUTH ABOUT JAPAN'S "MYSTERY SHIPS" by Alden P. Armagnac (Popular Science, Feb.). An analysis of Japanese vs. American seapower, estimating that "Japan can probably muster no more than 11 battleships to our 23" for the Battle of Japan. Illustrated by Navy photos of American and Jap ships, a cumulative chart of losses inflicted on Jap shipping by our submarines, and diagrams of the Battle for Leyte Gulf.

MAPPING THE NAVY'S BATTLEFIELDS by Thomas E. Stimson Jr. (Popular Mechanics, Feb.). How Navy survey craft "poke their noses into Jap-held waters ahead of our fighting ships," and chart the islets and reefs despite attacks from enemy planes, ships, submarines and shore batteries. The survey craft carry photolitho and printing shops so finished charts can be reproduced in color for immediate distribution to the fleet.

FIGHTING MACHINE by Fletcher Pratt (Harper's, March). The history of the battleship *Washington*—"a quiet, businesslike fighting machine"—from her first wartime assignment at Scapa Flow. Although officers and men feared she might be like other *Washingtons* of the Navy, "often a bridesmaid, never a bride," she broke the jinx at Guadalcanal.

THE ENEMY

TWO WEEKS OF RADIO TOKYO by Robert Sherrod (*Life*, 19 Feb.). While at sea with the 3d Fleet, Sherrod listened for two weeks to radio reports from Tokyo, broadcast in English every afternoon hour on the hour. Americans were always "panic stricken" or "in hasty retreat." Joy was expressed that U. S. troops had invaded Luzon because "now the Japanese can annihilate them in large numbers." The writer says his favorite phrase was, "All the American ships were instantaneously sunk or damaged."

THE NAZIS NEXT 12 YEARS by Horst Hendershausen (*Nation*, 17 Feb.). In the opinion of the Bennington political economics professor, "an effective German counterforce with reasonable freedom of action" will be necessary to defeat the Nazi postwar plans and loosen Nazism's hold on the people. He says recent AMG measures tend to suppress the very forces which would establish an order which is not a Nazi order. He warns that "political debacle is not insured by military defeat," that Hitler's plans call for a continuing war.

AERONAUTICS

AIR-SEA RESCUE by Critchell Rimington (*Yachting*, Feb.). Its story in this war, with a prediction that the "crash boats" will have an important role in postwar aviation. The author is critical of Army and Navy for maintaining two individual rescue services, in spite of the fact that a joint air-sea rescue advisory committee was established in Washington shortly before we entered the war. He sees Coast Guard air-sea rescue service as serving both commercial and private aviation in the postwar years.

HELICOPTERS (*Life*, 26 Feb.). A brief article, with pictures, on the present state of helicopters. Only ones in quantity production, says *Life*, are Sikorsky's. So far 262 flyers have become helicopter pilots. Civilian use after the war will be limited by the fact they will not be easy to fly and they will be expensive.

WING TALK edited by Frederick R. Neely (*Collier's*, 17 March). Bluejackets, GIs and marines frequently write in to inquire about postwar opportunities in aviation. This edition of *Wing Talk* discusses some of the endless possibilities: nonscheduled operations, operational jobs at airports, flight instruction, crop dusting and seed planting, flying fire engines in forestry preservation work, etc.

MILITARY TRAINING

SHALL ALL OUR BOYS HAVE ONE YEAR'S MILITARY TRAINING? by Thomas M. Johnson (*Reader's Digest*, Feb.). This article attempts to set forth just what Army and Navy propose. It is not a "glorified CCC" nor a fruitless year of "serving time in the Army." It would be a year of training—three months on basic, the rest on a specialty. All trainees would be liable for about five years to be called to active service, but no refresher courses. In five years there would be perhaps 5,000,000 citizen sol-

diers, sailors and marines "so well trained that with only a month or two for assembly and physical conditioning they could help defend this country."

UNDER WHAT BANNER? by John Scholte Nollen (*Nation*, 24 Feb.). The president emeritus of Grinnell College states his case against peacetime military conscription: it would repudiate our expressed desire to cooperate in world organization; it is an outmoded measure, as obsolete as the Maginot line; and our adoption of it "would only serve as an added obstruction to the gradual disarmament by other nations which must follow the enforced disarmament of our present enemies." **NEEDED: A CITIZEN'S ARMY** by Irving Lipkowitz (*Nation*, 3 March). The problem, in the opinion of this Department of Justice economist, is not whether we want compulsory military training, but whether we shall have a citizens' army or a professional army. He tells why a citizens' army is more democratic.

CONSCRIPTION FOR PEACETIME by Hanson W. Baldwin (*Harper's*, March). The *N. Y. Times* military analyst examines arguments for and against it, says that he believes the only real issue is military necessity, and that conscription is only part of the broader problem of postwar defense. He recommends a fact-finding commission appointed by President, Congress or both, and made up of lawyers, scientists, educators and congressmen. It should have Army, Navy and Air Force advisers "but probably no military members."

POSTWAR

OCEANS OF OPPORTUNITY by Warren H. Atherton (*American*, April). A past national commander of the American Legion, after a 30,000-mile tour of the Pacific, foresees a new "Pacific island frontier." A group of Navy men in New Guinea have a "Big Idea"—to start a trading company to buy and sell in the islands formerly held by the Japs. They plan to buy an LST, deliver and take cargo anywhere, stimulate trade with thousands of formerly isolated people. The author paints other opportunities which GIs see in Alaska, Pacific islands and the Philippines.

OUR SECOND CHANCE FOR PEACE by Joseph H. Ball (*Collier's*, 10 March). The Minnesota senator analyzes the probable senate line-up on joining a world peace organization, tells why the chances are better now than in 1919. He believes that V-bombs and B-29s, which give some idea of the range and horror of World War Three, are the most powerful argument for full participation in collective international efforts to maintain peace. National isolation would be national suicide.

STALIN'S PLANS FOR GERMANY by Ella Wintes (*Collier's*, 10 March). Russians are able to carry on reeducation activities among German prisoners because they are not signatories to the Geneva Convention, which has been interpreted as forbidding such practices. This article tells the history of the Free Germany Committee, which has "made over" tens of thousands of Germans in the Soviet Union. "Many

of these may become the nucleus of whatever new democratic government it will be possible to establish in Germany," says the writer.

VETERANS

THE TALK OF THE TOWN (New Yorker, 17 Feb.). The *New Yorker* fears that "Girls are receiving so many instructions about pulling a man through the postwar marital adjustment period that they are going to be something of a domestic problem themselves." Nothing could be worse for a returning veteran, the writer says, than "the awful glare of an understanding woman." They are being over-indoctrinated on rehabilitation problems. Better it would be, he advises, for the wife to forget the books and mix her hero a drink, not forgetting to pour herself one first.

YANKS AT YALE by Vance Packard (*American*, April). The story of two of the 112 veterans now studying for civilian careers at Yale, under the GI Bill's provision for education. Author compares attitude of veterans to the peacetime students or non-veterans, and believes there is "less nonsense" about the veteran—he has a better appreciation of his education and is eager to acquire knowledge and begin his career.

SOLDIER INTO CIVILIAN by Christopher La Farge (*Harper's*, March). A sensible discussion of homecoming readjustments, based on an orientation talk recently by the author at Army ATC bases. He points out some of the pitfalls the soldier-turned-civilian will face, stressing that the soldier was once a civilian and must and can become a civilian again: "He must not let anyone or any group persuade him to become a professional ex-soldier. These are the men to help to foment war."

MISCELLANEOUS

ARE WE CODDLING ITALIAN PRISONERS? by David G. Wittels (*Saturday Evening Post*, 3 March). Another article on an oft-repeated charge: that Italian POWs in the U. S. are treated too well. Author points out that these men are the lowest-paid workers in our war effort, wear cast-off Army uniforms, and are not prisoners—they are non-fascist work volunteers. He tells of the work they are doing for us, their attitude toward the U. S., and the desire of many to fight the Germans to rescue their families.

WHAT THE WAR REALLY DID TO FRANCE by Jefferson Caffery (*American*, April). Devastation is far worse than in 1914-18 despite rumors that "Frenchmen were well fed," their "women had smart clothes," and "workers were liberally paid." Tuberculosis increased four times over during occupation; the birth rate declined; 900,000 homes and buildings were destroyed. One million persons in the north of France alone are without homes. Transportation facilities are so dislocated that available supplies cannot be distributed. Here are facts and figures from the U. S. ambassador to France on the real story of France's plight.

LETTERS TO THE EDITOR

This column is open to official correspondence from within the Navy service on matters of general interest. However, it is not intended as a platform for the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be retained in official channels. Do not send postage or return envelopes; no private reply will be made.

BALD-HEADED SEABEES

Sir: According to the following quotation from Lt. William B. Huie's book *Can Do! The Story of the Seabees*, p. 148, the "120th Battalion has made an earth-shaking discovery which may cause a mass migration to Africa when the war is over. It seems that there is a combination of wind and sun at Arzew which restores life to dead scalps and causes luxuriant growths of new hair." He also says, in quoting a report from the 120th correspondent, that some of the members who were "as bald as billiard balls when they came to Africa are now sporting a new crop of hair."

This report, he says, has brought an insistent demand that all bald Seabees be placed in one battalion, and that the "Bald Battalion" be assigned one year's duty in Arzew.

As I have just completed my 30 days leave, after 23 months in the South Pacific, I would appreciate any information about this "Bald Battalion." I would like to volunteer, as I have lost all of my hair.—S.A.O., SF7c.

• Since the 120th CB has been inactivated and returned from North Africa without relief, there are no billets for Seabees open in the fabulous hair-raising city of Arzew.—Ed.

SHORPUBINT

Sir: I have seen a mysterious abbreviation, "SHORPUBINT," used in dispatches. Can you tell me what it means?—R.L.L., Y1c, USNR.

• "SHORPUBINT" is an abbreviated phrase used in dispatch orders to save wordage; it means "The Secretary of the Navy has determined that this employment on shore duty is required by the public interests." A federal law passed 3 March 1883, later amended but still in effect, provides that no regular Navy officer may be ordered to shore duty, except in cases specially provided by law, unless SecNav determines that it is required by the public interests. This fact must be stated in such orders, dispatch and otherwise. Other phrase equivalents may be had in BuPers Circ. Ltr. 35-43 (NDS, cum, ed. 1943, 43-653).

LONGEVITY IN THE BRIG

Sir: Is it necessary to make up time lost in the brig, where no checkage of pay is involved, for longevity pay purposes?—I.S., Y1c, USNR.

• No, if the confinement is in the brig of a ship or station. Yes, if it is time lost due to detention in a naval prison, as provided for by BuSAA Manual, Art. 2112.—Ed.

WRITING FOR PUBLICATION

Sir: Information is requested regarding regulations and restrictions governing the sale for profit of literary material by officer and enlisted personnel attached to public relations units of the Navy, Coast Guard and Marine Corps.

It is, of course, realized that any writing performed as a part of a man's duties in connection with public relations is not his property. But clarification is desired on the man's rights to sell, as an individual, any material which he has written on his off-duty hours, particularly

fiction or non-fiction which may have background material relative to one of the armed forces or characters who are servicemen or women.

Is there any restriction on the sale of material which the man may have written prior to being assigned to a public relations unit?—G.B.S., Sp(PR)2c, USCGA.

• There are no restrictions on the sale of articles on non-naval subjects which Navy, Marine Corps or Coast Guard officers and enlisted personnel assigned as regular duty to a public relations office may write during their off-duty hours. If they deal with any controversial subject at which a friendly foreign power might take offense, they must be cleared for policy before submission to a publisher. There are no restrictions on the sale of fiction which may have a naval angle or background.

However, all written material on military matters or fiction with a military background must be submitted for security review prior to publication.

In the case of non-fiction articles on naval subjects, personnel serving in public relations offices as regular duty (not those who may be assigned to some public relations work as collateral duty) are not permitted to write for profit on any naval subject.

There are no restrictions on the sale of articles or stories which public relations personnel may have written prior to entering the service, except that they should be passed for security if they contain information relative to the armed forces.—Ed.

DISABILITY PENSION

Sir: While on duty in the Admiralties, I lost a finger (ring finger, left hand). Is any compensation due me, and if so, how soon?—A.R.G., NM1c.

• Not while you are still in the service; but when you are discharged or separated from service under other than dishonorable conditions, you may apply to Veterans Administration, Washington 25, D. C. This application can be arranged at the place where you are discharged. The amount of disability benefits to which you may be entitled depends upon your percentage of disability, as determined by a Veterans Administration rating board. Loss of a finger, for instance, would involve a certain disability for a farmer but a higher disability for, say, a concert violinist. The rating board takes such things into consideration. Disability pension ranges from \$11.59 a month for 10% disability to \$115.99 a month for 100% disability.—Ed.

ALLOWANCE AND QUARTERS

Sir: If a married officer is housed in Government quarters, but still has to maintain a separate home for his family, does he lose any or all of his allowance for quarters?—A.G.L., Lt., USNR.

• If the Government provides a married officer with quarters in a BOQ, he does not lose his allowance for quarters, whereas a single officer does, except when on temporary additional duty from a permanent station where he is entitled to rental allowance.

If Government quarters are provided which are designated, under the provisions of Navy Regs. Art. 1819, as being suitable for the married officer and his family at a place where it would be possible for his family to be with him, he loses his allowance even though they do not choose to live in the quarters provided.—Ed.

COAST GUARD CASUALTIES

Sir: As a member of the Coast Guard, which serves under the Navy, I think that the public should be enlightened as to the true value of our service and sacrifice. It seems to me, considering the scope of our operations in this war, that the casualty figures published on p. 42 of the Feb. 1945 INFORMATION BULLETIN are too light for our branch of the service.

Back in Dec. 1944 you published a list of ships lost in this war, in which, according to a letter answered in the Feb. 1945 issue, p. 28, Coast Guard vessels lost were listed simply as naval vessels lost, since the Coast Guard operates as part of the Navy. This leads me to ask: Are Coast Guard personnel casualties listed separately, or are some of them included with those of the Navy?—T.A.J., Y1c, USCGA.

• Coast Guardsmen who are dead, wounded, missing or prisoners are listed as Coast Guard casualties (see p. 42), whether or not they are serving in Coast Guard units.—Ed.

UNCLE SAM'S WORD

Sir: Several men attached to this ship have indicated their intentions of canceling their War Bond allotments, giving as their reason a conviction that after the war "everyone will be cashing in their bonds and the Government will either stop letting the bonds be cashed until they mature or be so swamped with cancellations that it will take months before we can get our money." Is there any assurance that the money invested in War Bonds will be readily available after the war for immediate use? Also, what is the procedure for obtaining bonds that have been placed in the Navy Safe-Keeping Depository in Cleveland?—C.M.B., Lt., USNR.

• A recent Treasury Department letter to the Navy's Coordinator of War Bonds, said:

"... this is one of the standard rumors that has been with us for a long time. There is no likelihood that this will happen. The Government has never repudiated any of its contracts. The fact that there are about 83 million bond holders throughout the country should convince anyone that such a move would be unfeasible politically even if there was a disposition to bring it about."

Treasury Under Secretary Daniel W. Bell has stated flatly that "the obligation of the United States to pay before maturity, at the option of the owners, in accordance with the terms of the bonds, is quite as binding as its obligation to pay at maturity."

As for obtaining bonds from the Navy Safe-Keeping Depository, all you have to do is to write direct to the Field Branch, BuS&A, Navy Dept., Bond Issuing Division, 13th and Euclid Avenue, Cleveland 15, Ohio, giving full name, service or file number, effective date of bond allotment, if you know it, and the address to which you want the bonds mailed.—Ed.

OLDEST SERVICE

Sir: We are having a large argument: Which is the oldest service, the Army, Navy, Marines or Coast Guard?—H.K.R., MM2c.

• The Army, Navy and Marine Corps had their roots, but not their official beginnings, in the American Revolution. The Continental Army was authorized on 14 June 1775; the purchase of ships for the defense of the colonies on 13 Oct. 1775; the first battalions of Marines on 10 Nov. 1775. Then when the colonies became states, the Congress established the War Department on 7 Aug. 1789 with authority over all land and sea forces until 30 April 1798 when the Navy Department was established and took over control of all naval affairs. Formation of the Marine Corps followed on 11 July 1798. The Revenue Cutter Service was established on 4 Aug. 1799, combined with the Life Saving Service in 1915 and renamed the Coast Guard.—Ed.

KHAKI-VS-GRAY UNIFORMS

Sir: Is there any indication that the khaki working uniform may replace the regulation gray? If a vote were taken among officers, at least at this station, khakis would win by almost all hands.—A.C.A., Lt., USNR.

• No change from the current regulation (Uniform Regs., Art. 11-19, including footnote 1) is contemplated. This regulation provides for the gray working uniforms. During the transition period khaki uniforms which are now in possession or manufactured may be worn until the supply of these uniforms is exhausted or those in possession worn out.—Ed.

COST OF BINDER

Sir: In accordance with the information published on p. 29 of your Feb. 1945 issue, I wrote the Sieber Loose Leaf Co. at the address you gave, and enclosed a check for \$2.00 for a binder for Naval Courts and Boards.

The Nevier Loose Leaf Co., 216 South 15th Blvd., St. Louis 2, Mo., which appears to have taken over the Sieber business, has replied that the binders now cost \$2.50, plus charges for parcel post and insurance.

I think this revised information should be published.—R.F.W., Comdr., USNR.

EX-APPRENTICE

Sir: Who is eligible to wear the ex-apprentice distinguishing mark described in Uniform Regs, Art. 8-7, paragraph d(8)?—C.M.C.J., AS, USNR.

• The term "apprentice" was changed to "apprentice seaman" by an act of 26 June 1955. Enlisted men who passed through this rating when it was called "apprentice" are eligible to wear the distinguishing mark, illustrated at the right. CPOs wear the insignia on their coat sleeves below the rating badge, midway between the elbow and wrist. All others wear it just below the loop for holding the neckerchief (or on jumpers having no loop, in the same relative position below the "V" neck line). It should be noted that men who have passed through the apprentice seaman rating are not eligible to wear the insignia.—Ed.



INSIGNIA

Sir: (1) If an officer is authorized to wear both the flight surgeon insignia and the parachutist insignia, how should they be placed on the uniform? (2) If an officer is entitled to both the aviation and submarine insignia, how should they be worn?—R.J.M., LT, USN.

• The following recommendations in answer to the above questions, not specifically covered by Uniform Regs, were recently approved by the Chief of Naval Personnel: (1) Naval personnel authorized to wear the parachutist insignia together with aviation or submarine insignia are to wear the aviation or submarine insignia uppermost. When worn with ribbons, the aviation or submarine insignia are to be worn above and the parachutist insignia below the ribbons. (2) When serving in aviation, the aviation insignia is to be worn uppermost; when serving in submarines, the submarine insignia is to be worn uppermost. If serving in neither, the insignia which was earned first is to be worn uppermost.—Ed.

V-7 MATHEMATICS

Sir: The article on V-7 (reserve midshipman) requirements in your January 1944 issue, p. 73, says that applicants "should have completed successfully two one-semester courses in college mathematics." Does that apply to candidates for Supply Corps training or only to those seeking training for deck and engineering duties, for which a background in math obviously is necessary?—R.J.R., Y2c, USNR.

• Since a good deal of the work of Supply Corps officers, too, involves mathematics, the requirement is the same for all V-7 candidates: see BuPers Circ. Ltr. 373-33 (NDR, 15 Dec. 1944, 44-1462). However, a CO may recommend a man who does not meet the math requirement if he believes—and so states in endorsing the application—that the applicant is an outstanding candidate whom he feels can complete the course successfully.—Ed.

DISCHARGE FROM NAVY

Sir: If a Wave marries a Navy man who is stationed in the States, is she eligible for a discharge or release to inactive duty?—B.P.H., CSn(A).

• No; not for that reason alone. BuPers holds that a Wave's marriage, either to a Navy man or to anyone else, is not in itself sufficient reason to justify her discharge or release to inactive duty.—Ed.

CPO GLOVES

Sir: Inasmuch as CPOs are permitted by Uniform Regs, Art. 4-23, to wear the same raincoat as authorized for officers, the question has arisen as to whether officers' gray gloves may also be worn by CPOs. The subject of gloves is not covered in the chapter on CPO uniforms.—W.B.H., CY, USNR.

• Chapter V of Uniform Regs, Art. 2-53 specifies Navy-blue woolen gloves for CPOs.—Ed.

HOUSE TRAILER

Sir: I have hauled a "house trailer" twice (once from Portland, Me. to New Orleans, La., and once from Norfolk, Va. to Farragut, Idaho), both times on permanent change of station orders. Because of this, I have never requested the Government to ship any household effects.

While the cost of hauling a trailer is not great, it does reduce the mileage obtained per gallon by about 30 percent, especially over mountainous territory.

Has any provision been made to cover reimbursement for hauling such a trailer in lieu of shipment of household effects?—U.F.M., Ship's Clerk, USN.

• To claim reimbursement for the movement of household effects, you must submit a bill from a commercial carrier. There is no legal provision for any allowance to cover the cost of moving such property yourself. Nor would you be eligible for reimbursement had you shipped the trailer by commercial carrier, since automobiles (in which category a trailer would be considered) are not in the permitted class of household effects which may be shipped at Government expense.—Ed.

PIN-ON DEVICES

Sir: According to my interpretation of Uniform Regs, the collar pin-on device is not required when a coat is worn. Is this correct?—R.C.G., CRE, USN.

• You are correct. Pin-on collar devices are required only for the working uniform. They may be worn, but are not required, when the coat is worn. They are required, however, when the coat is not worn, under provisions of Navy Uniform Regs 11-24.—Ed.

SALUTING

Sir: Does a warrant rate a salute? I claim that a chief warrant does, but that a warrant does not since he holds no commission.—R.D.K., QM1c.

• Both a warrant officer and a commissioned warrant officer rate salutes. The fact that one holds a warrant and the other a commission makes no difference in their status as officers; and, like all officers, they are required to salute seniors and return salutes of juniors, as provided by Navy Regs, Art. 245.—Ed.

V-12 PROGRAM

Sir: (1) Are men who are color blind eligible for the V-12 program? (2) Is it possible for V-12 graduates to be commissioned in the Seabees?—W.T.M., S1c, USNR.

• (1) No, color perception must be normal, under provisions of BuPers Circ. Ltr. 374-34 (NDR, 15 Dec. 1944, 44-1465). (2) Civil engineering graduates of the Navy V-12 program are eligible for commissioning in the Civil Engineer Corps for assignment to the Seabees.—Ed.

Sir: Are men who were previously in officer-training programs eligible for the V-12 class to begin 1 July 1945, for which, according to the January 1945 INFORMATION BULLETIN, p. 73, 2,000 enlisted men are to be selected?—D.L., S2c, USNR.

• Yes, they may be considered for selection by the selecting command, provided they have completed at least six months of sea duty before applying for reassignment to the V-12 program. This sea duty is not required in the case of men separated from officer training only because of flight failure, according to instructions contained in BuPers Circ. Ltr. 374-34 (NDR, 15 Dec. 1944, 44-1465).—Ed.

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

SALE OF SURPLUS PROPERTY

Sir: Is it possible to purchase a used Kodak Medalist camera, the type now used by the Navy, from the Surplus Property Commission?—R.D.P., S1c.

• Property of this type, when declared surplus, may be sold only to registered dealers, tax-supported institutions and Government agencies by the Surplus Property Commission of the Treasury Department; no sales may be made to individuals for their own personal use. As yet few cameras have been declared surplus.—Ed.

Sir: Can you give me any information as to the organization which handles the sale of surplus pontoon dry docks?—A.D.G., BM2c.

• The sale of surplus marine equipment, such as pontoons, anchors, anchor chains, bukkheads, etc., is handled through the Surplus Property Section, Procurement Division, U. S. Maritime Commission, Washington 25, D. C. Although pontoon dry docks have not been declared surplus, large pontoons suitable for building dry docks are now available. Marine equipment is sold directly to individual purchasers either at quoted prices or under sealed bids.—Ed.

FORWARDING OF REQUESTS

Sir: Is a CO obligated by regulation to forward applications for commissions?—J.G.A., EM1c, USNR.

• In the case of applications for permanent commissions in the Naval Reserve, all of which are originated by the applicants themselves, the answer is Yes. Navy Regs, Art. 2429 (1), says: "All officers through whom communications from subordinates are sent for transmittal to higher authority shall forward the same if in proper form and language as soon after their receipt as practicable and shall invariably state their opinions in writing, by endorsement or otherwise, in relation to every subject so submitted." However, in the case of applications for temporary commissions in the Naval Reserve or regular Navy, the CO must originate the applications by recommending men for appointment to commissioned ranks, therefore the question of whether a CO is "obligated by regulation" to forward such applications would not arise.—Ed.

SLATE GRAY UNIFORM

Sir: Is there any existing authority or pending change which would allow officers and CPOs to wear white shirts, instead of gray, with the slate gray uniform?—T.W.S., CBM, USNR.

• No.—Ed.

SPECIALIST (U)

Sir: Is the Women's Reserve rating of specialist (U) still in effect?—M.R.L., S1c, USNR.

• No, this rating was abolished by a directive dated 17 April 1944 from the Chief of Naval Personnel to various interested commands (Pers-67-Ha QRS/P17).—Ed.

WAVE 'TORPEDOMEN'

Sir: Would it be possible for a Wave who is a graduate of the Navy Training School of Aircraft Instruments to be assigned duty in a torpedo shop for work on torpedo gyroscopes? Would she be eligible for Sp(X) or TMV ratings? If not, what rating could a Wave with such training strike for?—P.D.S., S1c, V-10, USNR.

• The assignment of Waves to torpedo shops, after completion of the Naval Training School (Aircraft Instruments), would not be in accordance with BuPers Circ. Ltr. 283-33 (NDR, 30 Sept. 1944, 44-1132), which calls attention to the necessity for properly utilizing the training and ratings of enlisted personnel. Waves are not eligible for TMV ratings, under provisions of a letter from the Chief of Naval Personnel, dated 7 Aug. 1944 (Pers-67-R1 QRS/P17), to commandants of naval districts, river commands, air training commands and COs of all shore stations and shore-based fleet activities in continental U. S. Nor would Waves in such duty be eligible for the Sp(X) rating. Graduates of Naval Training School (Aircraft Instruments) are eligible to strike for AMM1 rating.—Ed.

BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN

Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

APRIL 1945 NAVPERS-O NUMBER 337

All dates used are local time at scene of action unless otherwise indicated.

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. Articles of general interest may be forwarded to the Editor.

IF YOU'RE LOOKING FOR SOUVENIRS

ON the back cover of this magazine is a thought which may save your life. The subject is souvenirs, and because Americans have an insatiable appetite for collecting all kinds of things from stamps to antique cars, it deserves a little more discussion here.

The war seems to have stimulated this national desire to go into the collecting business. And the enemy knows and understands this American lust for souvenirs. That's why he has so cunningly won several rounds in the "battle of the booby traps."

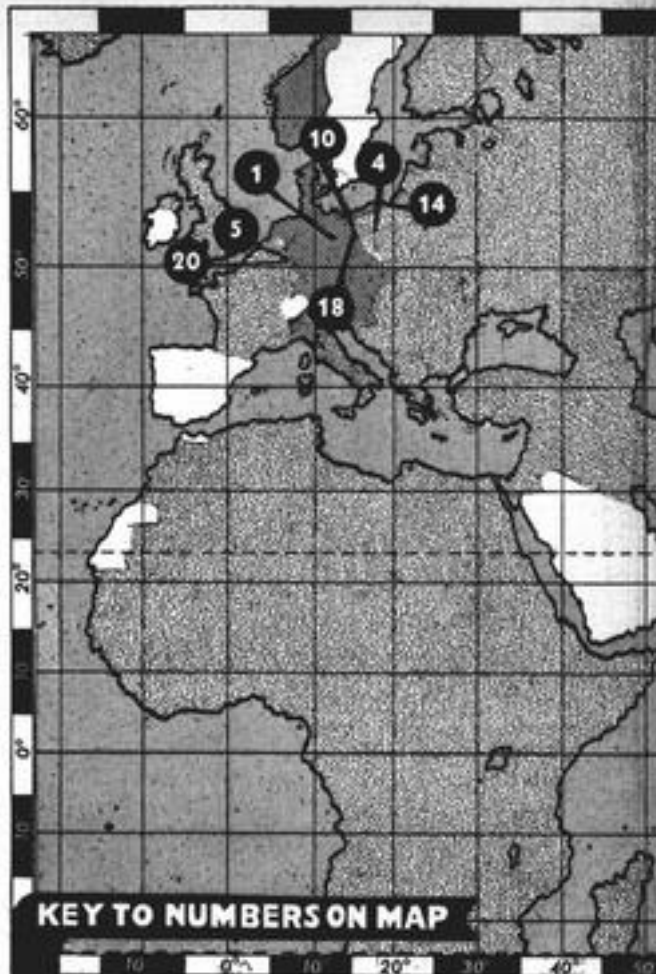
Death in the line of duty is a tragedy; but when death is due to an accident, the tragedy to the family is especially acute—and death in the act of acquiring a worthless souvenir is clearly an avoidable accident.

No souvenir is worth risking your life to get. And no matter how innocent it looks, remember: It may be a booby trap, wired with enough explosives to destroy you and your shipmates.

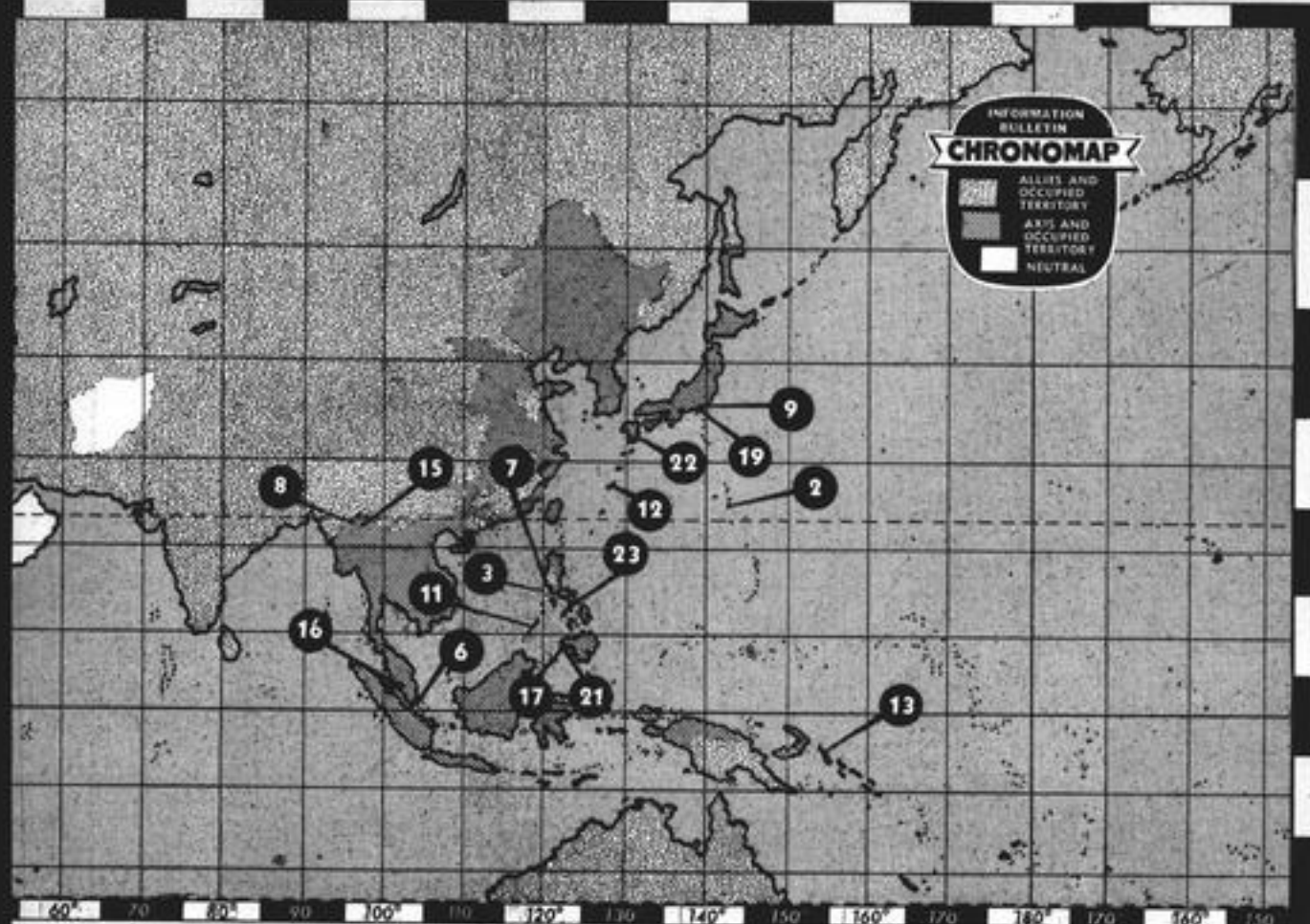
It is infinitely better to be safe than to give your family cause to be sorry. They would much rather have you than any souvenir.

QUOTES OF THE MONTH

- *Lt. Gen. Alexander A. Vandegrift, Commandant, USMC:* "... Possession of Iwo Jima is not an end in itself. It is a means—a step—a vital step—toward the end. Like every triumph from Guadalcanal to Guam, from New Guinea to Luzon, from the Indian border to Myitkyina, it is a part of the closing pincers on Japan proper. The march will go on."
- *Navy pilot over the Bonins:* "I've got four already—and 30 more cornered."
- *General of the Army MacArthur, addressing his men on Corregidor:* "Hoist the Stars and Stripes and let no enemy ever haul them down."
- *Japanese Premier Koiso:* "There can be no doubt of the American aim at invasion of the Japanese homeland. Before embarking they will create air bases along the line [formed by the] Bonins-Iwo-Ryukyus-Formosa... Presumably the invasion of the Japanese islands will be undertaken in a not far future."
- *President Roosevelt:* "... The unconditional surrender of Japan is as essential as the defeat of Germany... Japanese militarism must be wiped out as thoroughly as German militarism."
- *Admiral Halsey:* "If we let the Japs negotiate a peace now and we do not demand absolute and unconditional surrender, we will be committing the greatest crime in the history of our country. They will merely use the peace, as Germany did before them, to build up for another war."
- *Prime Minister Churchill:* "Let Germany recognize that it is futile to hope for divisions among the Allies and that nothing can avert her utter defeat."
- *British pilot, to CO of USS Saratoga after landing on her huge flight deck:* "Sir, I feel as if I had landed in your state of Texas."



- KEY TO NUMBERS ON MAP**
1. Round-the-clock bombing of Germany continues by up to 8,000 Allied planes a day (21 Feb.—20 March).
 2. 3rd Marine Division reinforces 4th and 5th on Iwo (21 Feb.); Iwo captured (16 March).
 3. American troops in Philippines land on Capul (22 Feb.), Biri (23 Feb.), Verde (26 Feb.), Lubang (2 March), Ticao and Burias (3 March) and Romblon and Simara Islands (14 March).
 4. Red troops take Posen, Poland (23 Feb.).
 5. Americans launch offensive toward Rhine (23 Feb.), capture Cologne (6 March), cross Rhine (7 March).
 6. B-29s bomb Singapore naval base (24 Feb., 2 March).
 7. Jap resistance ends in Manila (24 Feb.); first Allied cargo ship enters harbor (28 Feb.).
 8. British take 8 Burma airfields in 85-mile drive (25 Feb.—4 March).
 9. Pacific Fleet carrier planes (26 Feb.) and 300 B-29s (10 March) hit Tokyo.
 10. Russians reach Baltic, trap 200,000 Nazis (1 March); encircle Stettin (8 March).
 11. U. S. troops land on Palawan Island (1 March).
 12. U. S. carrier planes strike Ryukyus; warships bombard Okina Daito Jima (1 March).
 13. Australians land on Saposia Island (8 March).
 14. Red troops enter Danzig territory (8 March).
 15. Indian troops enter Mandalay (8 March).
 16. B-29s bomb Kuala Lumpur, Malay (10 March).
 17. Americans land on Mindanao (11 March).
 18. Russians take Kuestrin (12 March).
 19. 300 B-29s bomb Nagoya, Japan (12, 19 March).
 20. U. S. 3d Army clears west bank of Moselle (14 March), captures Coblenz (17 March); joins with U. S. 7th Army (20 March) to shatter German forces in Saar-Moselle-Rhine triangle.
 21. U. S. forces invade Basilan (17 March) and Malamaui Islands (19 March) in Philippines.
 22. Pacific Fleet carrier planes strike Kyushu (18-19 March), hit 15 to 17 Jap warships, destroy 475 planes.
 23. Yanks land on Panay in Philippines (19 March).



THE MONTH'S NEWS

PERIOD 21 FEBRUARY THROUGH 20 MARCH

*Marines Take Iwo Jima;
Our Planes Hit Jap Fleet;
Yanks Pour Across Rhine*

The War

MAJOR milestones were reached by Allied fighters last month on opposite sides of the globe.

• In the Pacific: U. S. Marines captured Iwo, giving us air bases within fighter-plane range of Tokyo, as American carrier planes caught and crippled remnants of Japan's fleet in home waters.

• In Europe: Yanks crossed the Rhine, last great natural barrier to the heart of Germany from the west, while Russians closed in on the east.

Capture of Iwo set American flyers up in business on airstrips only 652 sea miles from Tokyo. The month saw the first bomber mission take off from its strips, and the importance of the island was underscored by announcement that some 100 Superfortresses, unable to make it back to their bases in the Marianas, had landed on Iwo.

Tokyo and other high-priority industrial targets in Japan got a sample of what they could expect from the air from now on. Superfortresses, no longer harassed by Iwo as an interception point, winged over Japan in fleets of 300 and more, and in the month dropped their first 1,000-ton

single raid package on the Jap capital.

Other bomb deliveries on the enemy homeland were made by carrier planes of the Pacific Fleet, which not only hit industrial targets and took a heavy toll of Jap planes but knocked a big hole in what was left of the imperial navy.

To the south the Jap war-loot empire was pinched smaller by the capture of Manila, 13 new landings in the Philippines and advances by the Allies in Burma.

Meanwhile, Germany too was feeling the pinch. Eight Allied armies

were heaving at crumbling defenses in the west, balanced by seven Russian armies grinding away in the east. The Yanks, across the Rhine, were on the threshold of Germany's industrial Ruhr; the Russians, across the Oder, were closing on the Berlin flanks. Allied bombers worked around the clock, doing spadework for what was to come. All was ready for spring. And in London Winston Churchill said there might be harvest by summer.

The month's war developments, blow by blow, follow on succeeding pages of this section.

LAST MAY



U. S. and British naval units teamed up to batter both ends of the Axis, providing gunfire support for the Allied big push in Italy and sending carrier aircraft against Jap oil plants on Java. Southwest Pacific forces leaped toward Philippines by landing on Wakde and Biak.

MAY 1945

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?



Official U. S. Navy photograph

FUJIYAMA BELOW! When Navy carrier planes raided Tokyo in February, they shot this landmark—with a camera.

PACIFIC

Iwo Is Ours

Fleet Admiral Nimitz, in Pacific Fleet Communique No. 300, announced: "The battle of Iwo Island has been won. The United States Marines by their individual courage have conquered a base which is as necessary to us in our continuing forward movement toward victory as it was vital to the enemy in staving off final defeat . . ."

Thus, after 26 days of the hardest fighting in Marine Corps history, Iwo Jima, 652 nautical miles from the Japanese homeland, fell. The price: 4,189 Americans killed, 15,380 wounded, 441 missing. Japanese dead totaled five times ours. Many of the

Marine wounded had returned to the battlefields before the last Jap pockets were wiped out.

The Iwo battle ended at 0600 on 16 March when elements of the 3d and 5th Marine Divisions pushed through the cave and pillbox defenses in the northern section of the island to reach Kitano point. The 3d and 4th Marine Divisions had reported resistance ended in their zones several days before; the 3d then joined in the final push with the 5th, which had been held to slight advances over the last Jap defense line in some of the toughest terrain in the Pacific.

The fight for Iwo was tough from the start. Seventy-four days of bombing by Army B-24s and B-17s and carrier planes and intensive pre-invasion naval shelling left many pillboxes and gun emplacements un-

damaged. The island was covered with interlocking pillboxes and underground labyrinths, the results of years of planning by the enemy. Enemy garrisons on the island were especially trained to utilize the defensive advantages of the island, which included a high volcanic cone, cliffs, deep gulleys, hills and a series of terraces rising from the beaches. Despite such obstacles, the marines, day by day, pressed forward, sometimes having only a few yards to show for their blood and sweat. In the first 10 hours of the fighting there was a casualty rate of 90 an hour. When elements of the 3d Division landed on 21 February, 60,000 marines had been put ashore in three days. On the fourth day of the battle, with carrier planes and naval gunfire assisting, the marines held a slight advantage. By 25 February two-thirds of the northern strip of the island's central airfield was in American hands. Two days later half of the island was secured and the third airfield (under construction when the Marines landed) reached.

At the end of the first week in March 5,000 surgical masks were rushed to Iwo to protect marines from sulphur dust and volcanic ash. The ash, proving a valuable ally to the Japs, filled eyes, mouths and lungs and clogged guns and motor vehicles.

CASUALTY FIGURES

Casualty figures among naval personnel through 20 March totaled 91,648. Total since 7 Dec. 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy.....	24,144	13,204	9,342	2,378	49,070
U. S. Marine Corps.	10,442	28,262	883	1,859	41,476
U. S. Coast Guard.	598	210	294	---	1,102
Total	35,184	41,676	10,519	4,267	91,648

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

By 10 March the 3d and 4th Marine Divisions had captured most of the east coast of the island while the 5th Division had compressed the enemy into a small pocket at the northern end. That day Army fighters based on captured Iwo airstrips joined carrier aircraft in providing close support for the troops. On 14 March the U. S. flag was formally raised on Iwo although there was slight Jap resistance in a few pockets.

Secretary of the Navy Forrestal, who visited Iwo Jima during the attack, commented on his return to Washington: "Iwo Jima was the lock to one of the vital sea and air gates to the defenses of Japan . . . For us it offers many offensive possibilities both for bomber planes and, what is even more important, for fighter cover for the big bombers when and if Japanese fighter opposition to B-29s becomes more intense. Furthermore, its location brings the B-24s and B-17s within effective range of the Empire."

By the end of the month two of Iwo's three airfields were in operation. Nearly 100 B-29s, returning from fire raids on Japanese cities, made emergency landings on Iwo after damage or fuel exhaustion. Army bombers were also using the island airstrips. (For picture story of Battle for Iwo, see page 4.)

We Catch Jap Fleet at Home

Carrier aircraft of the U. S. Pacific Fleet paid their second and third visits to Japan last month. On 25 February, flying under extremely adverse weather conditions, Navy planes swooped over Tokyo in wave after wave. Numbered at 600 by Japan, they encountered only 100 enemy aircraft in the air, and no substantial attempt was made to attack our planes. Of the 158 enemy planes destroyed by the raiders, 47 were shot out of the air. In addition 75 were damaged on the ground. Five small vessels, including one picket craft, were sunk, five coastal vessels and seven small craft were probably sunk and nine coastal vessels and five small craft were damaged. Radar installations, hangars and two trains in the Tokyo area were destroyed. The Ota and Koizumi aircraft plants were heavily damaged. To date, 75% of the buildings at the Ota plant near Tokyo have been destroyed.

Nine U. S. fighter planes and four pilots were lost in combat during the raid. None of the ships in the task force suffered damage from enemy action during the attacks, although minor damage was caused to two light units during retirement.

The Pacific Fleet communique reporting the Tokyo attack also announced that carrier planes from the same force had handed the island of Hachijo a sound pounding the following day. Hachijo, in the Izu chain, is 170 land miles south of Tokyo.

Commanding the force was Admiral R. A. Spruance, USN, Commander 5th Fleet, with Vice Admiral Marc A. Mitscher, USN, in tactical command of the fast carrier force.

U. S. carrier planes came back for third attack on the Jap homeland on



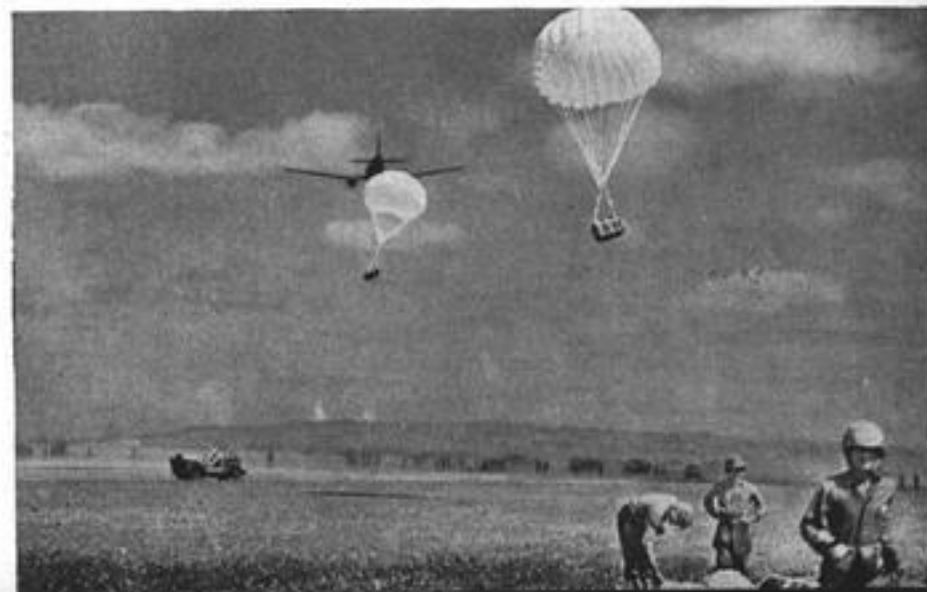
Official U. S. Navy photograph

FLEET POST OFFICE that really floats made its maiden appearance on the eve of the Iwo invasion. It was a barge covered with corrugated iron superstructure. Landing craft swarmed around carrying mail to and fro.



Official U. S. Marine Corps photographs

ON IWO marines set up post offices like the dugout above to speed mail to front lines—like ammunition, with which it shares equal priority. Some mail was delivered by parapack (below). Blood plasma was parachuted too.



18 March, with the island of Kyushu as their target. Kyushu, one of the four main islands of the Empire is the site of the Yawata steel works, the industrial city of Nagasaki and the Sasebo naval base.

After a day of destructive attacks on enemy aircraft, bases and installations, the carrier force moved north-east to inflict crippling damage on principal units of the Japanese fleet in its home bases in the Inland Sea.

Admiral Spruance's preliminary report on the two-day assault listed one or two battleships, two or three aircraft carriers, two light or escort carriers, two escort carriers, one heavy cruiser, one light cruiser, four destroyers, one submarine and one DE damaged; six small freighters sunk and seven freighters damaged; 200 planes shot out of the air, 275 destroyed on the ground and more than 100 damaged.

The enemy made many air attacks on our forces. One of our ships was seriously damaged, Fleet Admiral Nimitz reported, and was returning to port under her own power. A few others received minor damage but were fully operational.

The 700-mile long Ryukyu chain was another objective of Pacific Fleet carrier aircraft last month. The islands, lying between Formosa and the Jap homeland, were strafed and bombed without opposition on 1 March. Islands under attack included Amami, Minami, Kume, Okinawa, Tokuno and Okinoyerabu.

Attacking shipping and ground installations there, the Navy planes shot four enemy planes out of the air and destroyed 37 on the ground. An additional 50 were destroyed or damaged on the ground. Shipping sunk included one destroyer, one motor torpedo boat, six small cargo ships, two medium cargo ships, one ocean-going tug, two luggers. Probably sunk: one medium cargo ship, six small coastal cargo ships, six luggers. Damaged: four destroyer escorts or patrol craft, one medium transport, four medium cargo ships, nine small coastal cargo ships, one small cargo ship, 10 luggers.

Other Jap-held islands in the Pacific also were attacked by American planes last month. Chichi Jima in the Bonins was the most frequent target, being hit more than a dozen times by Liberators of the 7th AAF, attached to the Strategic Air Force, Pacific Ocean Areas. Army fighters raked the island three times, and carrier-based planes, using rockets and bombs, subjected it to 18 more attacks. Explosions and fires were recorded on many of the raids. Principal target on Chichi was Omura town. Nearby Haha Jima also received its share of punishment from Army and Navy planes.

Planes of the 4th Marine Aircraft Wing concentrated attacks on Babelthup and other Palau island strongholds, hitting them 15 times during the month. Marine planes also raided Yap and Ponape, in the Western Carolines, while Army Liberators struck Marcus Island and strafed and bombed shipping and installations at Maug and Pagan Islands in



Official U. S. Army Air Forces photograph

BOMBS FOR BURMA pour from gaping bellies of B-29s of Army's 20th Bomber Command over Rangoon. Jap industry was hard hit by Superforts in March.

the Marianas. Navy Search planes of Fleet Air Wing 2 blasted Ponape, Wake Island and other enemy-held islands in the Marshalls.

B-29s Burn Jap Cities

B-29 Superfortresses of the 20th AAF struck the greatest land-based air blows to date in the Pacific when they carried out five 300-plane raids against Jap industrial centers. Proceeding from bases in the Marianas, 300 Superfortresses made their first 1,000-ton raid on Tokyo on 10 March. The giant silver bombers swept over the Japanese capital for almost two hours, dropping tons of incendiaries on a 15-square-mile area in the city's industrial heart. Reconnaissance photos revealed that 4% of the city was destroyed. Seven large fires were burning 12 hours after the raid.

Two days later Nagoya, site of the biggest single concentration of aircraft production in Japan and home of the world's largest aircraft plant, received the same treatment by approximately the same number of planes. Nagoya got it again on 19 March. Again more than 300 B-29s roared over the highly industrialized city, this time dropping upward of 2,000 tons of bombs. The planes came in at 6,000 feet and hit approximately the same targets as on the first raid.

Other attacks of similar strength were made on 14 March against Osaka, Japan's second largest city, and on 17 March against Kobe. More than 2,500 tons of incendiaries went crashing down on Kobe, Japan's principal port and shipbuilding center. Other B-29s hit Kuala Lumpur, in Malaya, and made three attacks on the Singapore naval base.

The effects of the big raids on the Jap homeland were devastating. En-

tire districts, extending for miles, were leveled. Bucket brigades and "save your city" campaigns were started in Nagoya. More than a million persons were believed homeless, and war production was halted. News dispatches from neutral source told of widespread panic among the Japanese people, of thousands of refugees crowding railroad stations.

Earlier in the month Maj. Gen. Willis H. Hale assumed command of the AAF in the Pacific and became deputy commander of the 20th AAF, succeeding Lt. Gen. Millard F. Harmon, who was missing on a flight in the Pacific.

New Landings in Philippines

American troops in the Philippines made 13 new landings on enemy-held islands during the month, bringing their total to 26 since the start of the campaign in October.

The first of the new landings began on 22 February when troops went ashore and occupied Capul Island in San Bernardino Strait. The unopposed assault assured American control of the inland waters leading to Manila. Two days later the three-week-old battle for Manila ended with the complete destruction of the Jap garrison. More than 12,000 enemy dead were counted. That same day Americans seized the Jap internment camp at Los Banos, 34 miles southeast of Manila, where 2,146 prisoners were freed. After the fall of Manila, General of the Army MacArthur's troops, striking eastward, met some of the heaviest resistance of the campaign.

On 28 February, following two more landings on Biri Island in San Bernardino Strait and on Verde Island between Mindoro and Luzon, the first

cargo ship loaded with supplies entered Manila harbor.

The next day the 41st Division of the 8th Army went ashore on Palawan, fifth largest island in the Philippines and the most westerly. The move so surprised the Japs that they fled to the hills, abandoning Puerta Princesa and its two airfields. Troops soon assumed "practical control" of the island.

Another landing followed within 24 hours on Lubang Island, commanding the western end of Verde Passage between Luzon and Mindoro. The capture of the island completed seizure of all key positions through San Bernardino Strait and the Verde Island passage to secure the main navigational channel through the islands for shipping from the United States.

On 3 March elements of the American Division of the 8th Army, with naval and air support, landed with little opposition on the islands of Ticao and Burias in the Sibuyan Sea.

Eight days later another landing was effected near Zamboanga on Mindanao's southwest tip. The Jap defenders again took to the hills. Mindanao is the second largest Philippine island. Davao, its largest city, was predominantly Japanese even before Pearl Harbor. Air and naval units of the 7th Fleet under Vice Admiral Thomas C. Kincaid, USN, supported the attack and also attacked Basilan Island to the south. By 20 March Americans held the south coast of Zamboanga peninsula from San Ramon on the west to Manicahan on the east. Increasing Jap resistance was reported, however, with the enemy using electrically controlled land mines to halt the troops.

Other landings were made on Romblon and Simara Islands, in the Sibuyan Sea, on Basilan Island, south

of Zamboanga, on Malamaui Island, north of Basilan, and on Panay.

The 40th Division of the 8th Army, with air and naval support, seized a beachhead at Tigbauan on the south coast of Panay, 14 miles from the capital city of Iloilo, on 19 March. The landing was made with slight losses to the Americans. Panay is in the central group of the Philippine Islands.

In announcing the Basilan invasion, General MacArthur stated that Japan had lost 282,000 troops up till then in the five-month Philippine campaign. Approximately 145,000, he said, were killed in the first nine weeks of the Luzon campaign alone. American losses for the five months were 3,813 killed, 196 missing, 14,570 wounded.

Basilan, northernmost island in the Sulu archipelago, which stretches between Mindanao and Borneo, guards the southern approaches to Zamboanga, where American were already using the airfields.

Meanwhile other Allied units were harassing Jap shipping and installations throughout the large Southwest Pacific Area. Thousands of tons of enemy shipping were sunk by aircraft and small naval units in the China Sea, at Borneo, in the Celebes and the Moluccas, near Formosa and in the New Guinea sector.

Australian forces, mopping up in many sectors, forced a new landing on Saposa Island at the southern entrance to Matchin Bay, off the north-west coast of Bougainville.

Submarine Toll Rises

The Navy Department announced the sinking of 52 more Jap vessels last month by U. S. submarines. Twenty-five announced on 21 February included an escort carrier, a converted cruiser and a destroyer. A

communique on 9 March announced the destruction of another escort carrier, a destroyer and 10 merchant vessels. Fifteen more sinkings were announced on 19 March—three destroyers, two combat escort vessels, a large tanker, a large cargo transport, seven cargo vessels and a medium-sized transport. These brought the total of announced sinkings of Jap vessels by U. S. subs to 1,072.

The British announced last month that their submarines in recent patrols in Japanese waters had sunk 74 enemy vessels and damaged 25. Among those sunk were a tanker, a mine layer, an armed trawler, an anti-submarine trawler and a naval auxiliary. The rest were junks, landing craft, coasters and motor lighters.

The Navy Department also announced that two of our submarines, the USS *Escolar* and the USS *Shark*, were overdue from patrols and presumed lost. Other U. S. ships reported sunk were the *PT 77* and *PT 79*, destroyed in the Philippines by a U. S. ship as the result of an error in identification; USS *Extractor*, a small salvage vessel, sunk by a U. S. submarine as the result of a similar error; USS *Serpens*, cargo ship manned by Coast Guard personnel, sunk by enemy action, and the *LCI(L) 500*, lost in Central Pacific as result of enemy action.

Asia: Allies Gain in Burma

In Burma, Chinese troops, under the U. S. Army's Lt. Gen. Daniel I. Sultan, started the month off by capturing the silver and lead mines of Bandwin, 22 miles northwest of Lashio. The action deprived the Japs of lead production sufficient to supply their whole war machine. Other Chinese troops were pushing down the old Burma road toward Lashio, terminus of the railway from Mandalay, 130 miles away.

Two weeks later Lashio fell to Chinese 1st Army troops. Meanwhile British armored forces, after an 85-mile drive in 11 days, captured eight airfields in central Burma. The victory cut off more than 30,000 enemy troops in the Mandalay area. Mandalay itself was entered on 8 March by bearded Punjabi troops of the 19th Indian Division. Together with other British units, they soon blasted the Japs from the caves and temples of Mandalay Hill and were battling from house to house in the city. On 20 March, the city finally fell.

The U. S. 14th AAF in China, commanded by Maj. Gen. Claire L. Chennault, tallied up its score last month in operations against the Japanese since it went into action on 4 July 1942. A total of 2,194 Jap planes were destroyed with 854 more probable. The shipping toll included 409 vessels sunk and 169 probably sunk. The total shipping sunk, probably sunk and damaged was placed at 1,950,000 tons.

In China a Jap attempt to land a small force on the Fukien coast, 40-miles south of enemy-held Foochow, was frustrated by Chinese forces who killed 100 Japs and drove the rest off. Two Jap warships covered the attempted landings.



Official U. S. Navy photograph

MANILA was gutted by Japs who carried out spite demolitions when they couldn't hold the city. Here the Quezon Bridge lies wrecked in the Pasig River.

EUROPE

Yanks Cross the Rhine

Stretching southward from the Netherlands to the Swiss border, seven Allied armies were pushing toward the Rhine on 21 February. Lt. Gen. George S. Patton's fast 3d Army tanks and armor, moving on a 50-mile front, had cleared two-thirds of the Saar-Moselle triangle and were entering Saarburg. Far to the north the Canadian 1st Army, under Gen. H. D. G. Crerar, had gained the initiative and was clearing the Nazis from Moyland Forest and driving closer to Calcar. Lt. Gen. Alexander M. Patch's U. S. 7th Army, below Patton's men, was fighting in the streets of Forbach, three miles from Saarbruecken. Between the northern and southern sectors, the U. S. 1st Army, under Lt. Gen. Courtney H. Hodges, and the 9th, under Lt. Gen. William H. Simpson, were both at the Roer River preparing to cross and go on to the Rhine.

Two days later saw the result of preparations by the 1st and 9th as they shot across the Roer and attacked in the area east of Aachen. The drive put them within 20 miles of Cologne, Germany's fourth largest city.

German defenses collapsed as the Yanks advanced. Gains of up to 10 miles a day were recorded by the 9th Army, which bypassed Muenchen-Gladbach and drove to within 30 miles of a junction with the Canadians

fighting in the Weeze-Uedem area. A security blackout then was placed on 1st Army operations; when it was lifted, Gen. Hodges' men had crossed the Erft River, last natural barrier before Cologne.

Advancing from the Erft, the 1st Army swept on to Cologne, and on 5 March three tank columns broke into the city. The next day the city fell. Cologne, founded 1,895 years ago by the Romans, was a shambles. The imposing cathedral was the only large building still standing. Allied flyers in 25 large-scale attacks had dumped 42,000 tons of bombs on the city. Frightened civilians hid in doorways and watched American tanks rumble by on the way to the Rhine.

Two days after Cologne fell, units of the 1st Army dashed across the Ludendorff bridge at Remagen, between Bonn and Coblenz, just 10 minutes before it was to be blown up by the Germans. The bridge had been prepared for demolition, but American engineers, staking their lives on a desperate gamble, cut all of the demolition wires they could find. Before the Germans could do any further damage, U. S. soldiers and tanks swept over. They knocked out a number of 20-mm. ack-ack guns guarding the bridge and took hundreds of prisoners from retreating German units. The first troops rushed over in the early afternoon. One battalion of armored infantry held the bridge alone for seven hours.

Counterattacks by the Nazis at the Remagen bridgehead were consistently beaten off, sometimes at great cost to the Allies. On 17 March the central

span of the bridge collapsed when a girder, weakened by earlier German demolition efforts, finally gave way. American troops, however, continued to cross the Rhine on improvised pontoon bridges.

With the Rhine crossed, the last big natural barrier before Berlin was breached. Allied troops raced for the Frankfurt-Ruhr six-lane superhighway. By 20 March the highway had been reached and the Remagen bridgehead widened enough to provide a springboard into the heart of Germany.

Just to the north, Muenchen-Gladbach, Nuess and Krefeld fell to the U. S. 9th Army as it drove to the west bank of the Rhine facing Duesseldorf.

Meanwhile the 3d Army had cleared the Germans from the Saar-Moselle triangle, taking Trier on 2 March, and crossed the Moselle. General Patton then shook loose his 4th Armored Division, which moved so fast it overran a German command post and captured a general and his staff. When the tankers stopped for breath, they were within 20 miles of the Rhine and near a junction with the 1st Army. The 3d and 1st Armies met on 9 March west of the river barrier between Coblenz and Remagen, trapping five German divisions. That same day the existence of a new American Army, the 15th, under Lt. Gen. Leonard T. Gerow, was announced as part of Lt. Gen. Omar Bradley's 12th Army group. It brought the forces under him to a million men.

In the Saar basin, where the 3d and 7th armies were making coordinated attacks, the 3d Army slashed from the Moselle to beyond Simmern. The 7th, driving up from the south, was fighting along a 50-mile front from Saarbruecken to Hagenu. The fall of Coblenz on 17 March followed a "surrender or die" ultimatum from Gen. Patton. Its capture put American units in the city where, in 1923, the American Army of Occupation had lowered its flag and pulled out for home.

In the next three days, as the 7th Army cut through the last sections of the Siegfried Line and drove the Nazis from the Saar industrial area, the 3d sliced across enemy escape routes to the Rhine. Disorganized German troops surrendered by the thousands. General of the Army Eisenhower's forces had virtually completed the task he set for them in opening his offensive on 23 February: to clear the enemy from the Rhine's west bank.

Air Front: West Meets East

Allied planes, in greater force than ever before and carrying heavier bomb loads, supported ground troops in the west and dropped hundreds of tons of bombs on Nazi cities in the path of the Red Army. Berlin was a constant target for Allied planes, with the RAF hitting it 27 days in a row. On 22 February nearly 6,000 Allied planes, participating in the greatest simultaneous air assault of the war, attacked all important railways and rail centers in the Reich. At one time during the raid bombs fell at the rate of 100 tons a minute. The day before, Thunderbolts from Italy attacked Hitler's re-



Official U. S. Coast Guard photograph

NAZI PRISONERS on their way to internment in the U. S. serve as pallbearers for the burial at sea of a German soldier who died during the voyage aboard a Coast Guard-manned transport.

treat at Berchtesgaden for the first time, smashing the railway station and setting afire the surrounding woods. One pilot dropped his wing tanks on the German leader's personal fortress.

The story was the same all month, day and night—1,000 heavies out, 2,000, 3,000, 4,000, with upwards of 5,000 tons of explosives dropped.

When 6,000 planes attacked Cologne early in the month, the Luftwaffe rose to intercept the Allied planes. But 100 of the carefully hoarded Nazi planes went flaming earthward. By the end of the month anti-aircraft had virtually replaced the Luftwaffe as Germany's defense against air attacks.

Russians Threaten Berlin

Red Army forces built up tremendous striking power almost within sight of Berlin last month while clearing their flanks to the north and south to form a broad salient across northern Germany. Seven Russian armies were fighting along the eastern front, which spread from Danzig in the north to below Budapest in the south.

As Russian forces reached the Neisse River at two points and other units were 35 miles from Danzig, Marshal Stalin in an order of the day on 22 February, announced that the Germans had lost 1,150,000 men in the Red Army's 40-day offensive and stated that "full victory is near."

The following day Red Army troops completed the capture of Posen, strongly fortified highway and rail junction in western Poland, after a month-long siege. On 1 March the Russians broke through German lines in Pomerania and reached the Baltic, trapping 200,000 enemy troops in two pockets. That same day the 2d White Russian Army reached the sea at Koeslin, halfway between Stettin and Danzig. The 1st White Russian Army reached the Baltic near Koelberg after a 62-mile advance in four days. Koelberg was taken on 18 March.

A week later the Russians drove into Danzig Free State. Troops began closing in on Danzig city from two directions, driving a wedge between that city and the port of Gdynia. Other units threw a 40-mile ring around Stettin.

On 12 March Kuestrin, key fortress guarding Berlin's approaches, was stormed by the 1st White Russian Army and captured after 35 days of battle. Part of Kuestrin, on the west bank of the Oder, is 38 miles from Berlin. To the north the 2d White Russian Army cut the Danzig pocket in two and was within a few miles of Danzig and Gdynia.

Italy: Advance Resumed

Allied gains were reported in the Italian theater for the first time in weeks. On 21 February the 5th Army recaptured Mount Belvedere and occupied other features and villages west of the Pistoia-Bologna highway. Later Italian units fighting with the 5th Army cleared the Germans from the coastal woods north of Ravenna. By the end of the month the 5th Army, including Brazilian troops, was improving its positions and driving toward Bologna and Modena.



Official U. S. Navy photograph

Secretary Forrester and Fleet Admiral Nimitz at press conference.

Japan Still Strong Despite Sea Losses

Japan's much depleted fleet, now concentrated in her homeland waters, is still a threat, her army remains formidable and her civilians will fight fanatically to defend their homeland, Fleet Admiral Nimitz told newsmen last month when he was in Washington to confer with Fleet Admiral King. (For a survey of the Japanese home front, see p. 8.)

The Japanese have lost over half of their medium and heavy ships, he said, at least three quarters of their destroyers, quite a few of their submarines, and a large part of their naval air force.

The remainder of the enemy fleet, if concentrated and used at the right time, could threaten our operations, but "we would welcome an attempt at interference with our operations at the earliest possible moment because we believe we are fully prepared to meet such a threat. . . . Every move we have made, we have done with plenty of force, and we propose to continue that until we are sure that the remainder of the Japanese Fleet can no longer be a threat."

The British Pacific Fleet, he added, will be used in a manner to contribute greatly in defeating Japan.

In discussing the invasion of Iwo, Fleet Admiral Nimitz emphasized that the U. S. Navy is strong enough to go anywhere in the Pacific, then observed that "we need a broader base—a series of bases—from which to attack Japan."

Earlier he said that in "planning the final assault on the Empire, we need more than one position from which to attack. We need a number

of positions, and it may well be that some of these positions will be in China."

Commenting on the strength of the Japanese position, he declared: "As long as Japan can maintain sea communications with that part of the Asiatic continent under her control, she can draw whatever supplies the continent can give her—coal, minerals and food.

"Then the Japanese army is still very powerful. While I do not know the strength of the Japanese army, I do not believe that much over 10%, if that much, of the army has been committed in the various island operations up to date. The army constitutes, I believe, her principal strength factor. That, with her fortunate geographic position, makes it very difficult to insure her early defeat."

Three days earlier Secretary of the Navy James Forrester had estimated at a press conference that the Japanese still possess an army of 70 combat divisions.

"To defeat Japan ultimately," he said, "we and our allies must be prepared to deal with this force, all of which will be concentrated against us in whatever theater the final death struggle of Japanese militarism occurs."

"To date, the United States has never deployed against the Japs in one operation more than 12 divisions, which General MacArthur used in the Philippines. Obviously, therefore, the task still ahead of us is immense. In the final stages of the task, the major burden will be borne by ground forces with the Navy in a supporting role."

Both Secretary Forrester and Fleet Admiral Nimitz emphasized the importance of Iwo Jima and the part its airfields will play in providing air bases for direct attacks on Japan.

NAVY NEWS

• President Roosevelt submitted to Congress on 13 March a request for appropriations of \$23,719,153,050 for the annual Navy budget for the fiscal year of 1946. The request compared with total appropriations of \$28,500,000,000 for 1945 and \$23,000,000,000 for 1944. Differences are largely accounted for by a reduction of approximately \$2,000,000,000 in previous estimates of the cost of the airplane program and \$4,000,000,000 for the shipbuilding program. This reduction is partially offset by increased advance base requirements and increased pay allowances due to a larger Navy. The request was planned to provide for a Navy of 3,389,000, Marine Corps of 478,000 and Coast Guard of 173,165. The President asked for additional contract authorizations of more than \$3,000,000,000, of which approximately half is new authorizations and half is continued available from 1945. Of the 1946 budget, about \$4,500,000,000 is to pay for contracts previously authorized. Included in the recommendations is \$402,012,624 for use in the continental U. S. for ship repair facilities as well as some expansion in housing, welfare, recreation and rehabilitation establishments. These projects number approximately 800 and range in size from \$20,000 in some areas to \$43,000,000 at Hunters Point, Calif.

The budget request came a week after Fleet Admiral King ordered an extended construction program of 84 combat ships displacing 636,860 tons. Completion of the old and extended programs would give the Navy a total of 1,532 combatant ships, assuming no interim losses, with a total tonnage of 6,485,823 by the end of 1947. The new program would be in addition to

288 combatant vessels remaining on the construction program on 1 Feb. 1945. Included in the extended program are large aircraft carriers, aircraft carriers, escort carriers, heavy and light cruisers, destroyers and submarines.

• In a letter written during the first Navy carrier-plane attack on Tokyo, 16-17 February, China's president, Generalissimo Chiang Kai-shek, congratulated Fleet Admiral Nimitz on the part the U. S. Navy was playing in the war against the Japanese. He wrote: "... The series of brilliant victories won by the United States Navy under your able command have not only disheartened the arrogant Japanese, but have also opened a new and shorter path to the final defeat of the enemy..." Fleet Admiral Nimitz replied: "... It is our steadfast purpose to attack Japan with increasing power and frequency until the suffering peoples of Asia are liberated and Japan's capacity to fight is destroyed. We shall drive home this attack against the enemy homeland, against his vital lines of supply, and against his forces in lands occupied by violence..."

• The period 22 June to 7 July has been designated for the Navy's Independence Day extra cash war bond sale. All Navy war bond purchases during this period will be credited to the Seventh War Loan Drive. Last year the Independence Day sale netted \$47,843,122.

Navy war bond purchases in February totaled \$34,289,563.25, an increase of 11.3% over February 1944. Payroll savings plan purchases of civilian personnel of \$17,568,133.75 and allotment purchases by uniformed personnel of \$13,487,268.75 represented the major portion of the February 1945 total. Grand total since the beginning of the Navy's program is \$1,056,419,923.50.

• Two sailors came to the rescue last month when the United States Constitution was invaded by an *Attagenus Piceus Dermestidae*. The men, Caesar Zwaska, GM2c, and Frank J. Small, GM2c, while on leave in the nation's capital, spotted something small and black crawling on the original of the Constitution in the Library of Congress. Quickly calling a guard, a tiny black carpet beetle was removed from the glass case with no harm done. There was no evidence of sabotage reported; in fact, the insect wasn't even a Japanese beetle.

• Four destroyer escorts recently destroyed a U-boat in a coordinated attack in the mid-Atlantic. Detecting the submarine, the four ships immediately closed in and began a depth charge attack. The enemy submarine zigzagged in an effort to elude the trap, but was soon blown to pieces. The DEs were: USS *Otter*, USS *Hubbard*, USS *Varian* and USS *Hoyter*.

• Vice Admiral William W. Smith, USN, has assumed command of the Service Force, U. S. Pacific Fleet, relieving Vice Admiral William L. Calhoun, USN, whose new assignment was not immediately disclosed. The service force, grown 10-fold in less than four years, comprises 700 ships with a total tonnage in excess of 4,000,000. These ships include fuel, provision and stores ships, ammunition, salvage, repair and hospital ships, transports, patrol craft and sub-chasers. Vice Admiral Smith was director of Naval Transportation Service in the office of CNO before assuming his new command.

• In greetings to the Navy of the Union of Soviet Socialist Republics on the 27th anniversary of the Red Army and Navy on 23 February, Secretary of the Navy Forrestal stated: "The Red Army and Navy celebrate their 27th anniversary at a moment when their glorious achievements have aroused their brothers in arms



HUNTING JAPS: Admiral William F. Halsey Jr., Commander 3d Fleet, was caught by camera on barge that took him from flagship to Pacific base for a conference.



HUNTING TURKEYS: Back in U. S. on leave, Admiral Halsey tried his aim on wild turkeys in Georgia as a change from Jap warbirds. Rear Admiral A. S. Merrill holds result.

Official U. S. Navy photographs



HALF A HELLCAT is better than none, this Navy pilot proved when his shot-up ship broke in two in landing on carrier.

throughout all the United Nations to fervent admiration . . ." Fleet Admiral King also sent greetings and congratulations.

• As a result of an agreement between the Army and Navy, all Selective Service inductees 18 to 20 years old, inclusive, will be acquired by the Army for a period of three months beginning 15 March, with the exception of inductees who qualify and are earmarked for special Navy programs such as radio technicians and combat aircrewmembers. The arrangement was made in order to satisfy the Army's need for young infantry replacements. During the three months period most Navy inductees will be taken from the 21 to 38 age group.

• A group of Navy officers and enlisted personnel will soon begin a search for 10,000 former civilian employees of naval establishments on Guam and the Philippine Islands who were interned by the Japanese. Leaving Washington last month, the "searching party" will attempt to square the pay accounts of those caught when the Japs invaded the Philippines and Guam in December 1941. Many of the group will be entitled to more than three years back pay. Two-hundred and fifty of the 10,000 are U. S. citizens, but all are entitled to benefits under the "Missing Persons Act." Although some of the employees were moved to internment camps in Japan many were liberated by U. S. forces in recent action in the Pacific.

• The following nominations to flag rank have been confirmed recently by the Senate:

To be rear admiral:

John Perry, USN.

Eara G. Allen, USN, to be director of Budget and Reports, Navy Department, for a three-year term.

William J. Carter, USN, to be Paymaster General of the Navy and Chief of BuS&A, for a four-year term (see p. 50).

Horace D. Nuber, USN, while serving as Assistant Chief of BuS&A.

Robert D. Workman, USN, while serving as Chief of Chaplains (see p. 51).

To be commodore:

Henry M. Briggs, USN, while Chief of

Staff to the Commander Caribbean Sea Frontier.

Davenport Browne, USN, while Assistant Chief of Staff (personnel) to Commander Western Sea Frontier.

Paul F. Foster, USN, while Assistant Naval Inspector General.

• Expenditures totaling \$1,500,539,500 for the development and establishment of the following Navy projects have been granted by Public Law 13 (79th Congress), which was signed by the President on 1 March 1945: ship repair and laying-up facilities, \$230,222,000; fleet training facilities, amphibious and operational, \$12,000,000; aviation facilities, \$59,416,500; storage facilities, \$19,950,000; Marine Corps housing and training, \$14,190,

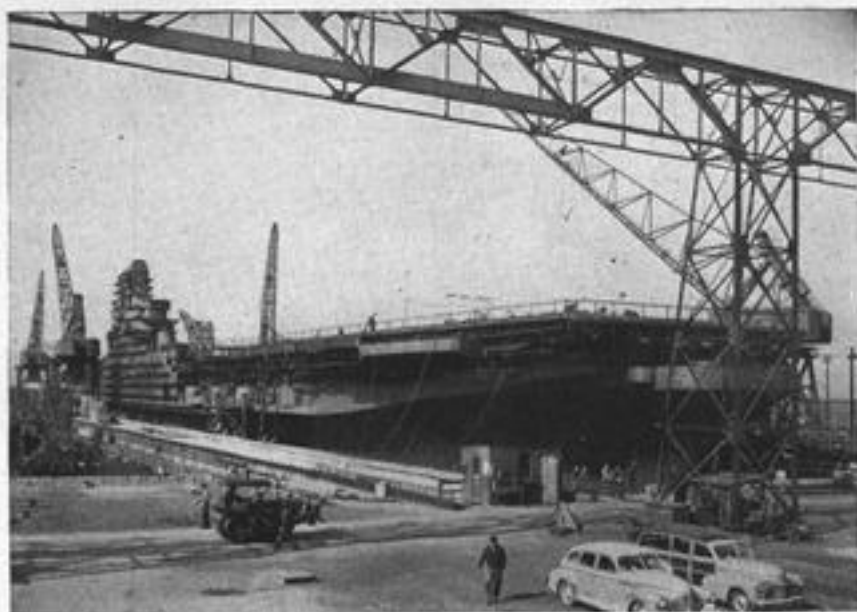
000; ordnance facilities, \$65,500,000; personnel training and housing facilities, \$40,022,000; hospital facilities, \$28,519,000; shore radio facilities, \$3,230,000; Naval Research Laboratory, \$225,000; miscellaneous structures and facilities, \$41,265,000, and advance base construction, material and equipment, \$986,000,000.

• Twenty-four enlisted men, first of more than 100 to be assigned as fleet correspondents, have reported at Pacific Fleet headquarters. All are experienced newspapermen who have been engaged in some phase of public relations during their service in the Navy. Their primary duty will be to tell the individual stories of the men



Official U. S. Navy photographs

FIRST FIVE nurses commissioned in New York under the Navy's new speed-up nurse recruiting system were sworn in 8 March by Comdr. Thomas A. Gaylord, director of officer procurement in New York. The candidates are (left to right) Marion H. Bendix, Adele L. Bruce, Barbara J. Zeigler, Phyllis M. Daley (first Negro nurse commissioned by the Navy) and Jane A. Belanger.



Official U. S. Navy photograph

USS MIDWAY, Navy's first 45,000-ton carrier, is pictured as she neared launching at Newport News on 20 March. She will roost more than 80 two-engine "1945 model" planes, has heavy armor and intricate watertight compartments.

of the fleet. These stories will be distributed to home-town newspapers of the men. The correspondents will serve as enlisted crew members and will live with the men they write about. Most of the 24 correspondents have already been assigned to ships. Others, arriving daily, are given an intensive two-week indoctrination preparatory to permanent duties afloat on all types of combat ships. The new program is already producing 5,000 stories a month.

- More than 500,000 personal cable messages have been sent to and from overseas personnel of the Navy, Marine Corps and Coast Guard in the year that the message service has been in operation. The service includes 237 fixed texts, any three of which may be combined into one 60-cent message (INFORMATION BULLETIN, Sept. 1944, p. 68). Overseas personnel have sent 10 times as many messages to the U. S. as civilians at home have sent abroad.

- The Navy is now using modified Coronado flying boats as hospital and rescue planes. The four-engine flying ambulances have space for 25 litters or stretchers. Food, hot drinks and medical attention can be given casualties immediately after they are taken aboard. Newly developed jet assistance for take-offs allows the big planes to rise from heavy seas or small lagoons where operations heretofore have been impossible.

- An average of 170,000 tons of steel plate a month has been acquired by BuShips during the past 18 months, making possible the construction of 400 combatant ships in 1944. This was made possible through the development of a new product, titanium steel. In the early days of the war, the problem of supplying the tremen-

dous quantities of steel plate demanded for ship construction was complicated by the acute shortage of vanadium, an imported alloy, which at that time was indispensable in the making of high-tension steel. Through the combined efforts of the Research and Standards Branch of BuShips and private industry, titanium steel was developed, and the shipbuilding demands met.

- Machinery and supplies discarded by fleeing Japanese provided 90% of the

Marine Gets Proof He Fired First Shot in Solomons

A Kentucky marine, Staff Sgt. James C. Gabbard, Jr., claims to have fired the first shot in the Solomons campaign—and he has an affidavit to prove it.

Written by Flying Officer C. A. Spencer of the Royal Australian Air Force, who was the guide for the landing on Tulagi Island, the affidavit states:

"I hereby certify that Corporal Gabbard, then First Class Private J. C. Gabbard, manned a machine gun in the prow of the landing boat and at approximately 0725 on 7 August 1942, as we neared the shore, fired a burst toward the beach. I do certify that this was the first shot fired by any of the landing party in this section and as my party preceded all other landings by half an hour it was surely the first shot fired by the landing forces in the Solomon Islands offensive."

materials used by Seabees to build a U. S. base on newly won territory in the Pacific. Going ashore 36 minutes after H hour, the Seabees helped the Marines for three days and then started from scratch to build the base. They salvaged a circular saw, rigged it with power from an enemy gasoline motor and cut lumber. They used rails from an enemy railroad for building braces. Concrete floors were made with drums of captured cement. Beverages were chilled in a spacious garden by repaired ice machines left by the Japanese. Bunks have "inner-spring mattresses" made from strips of rubber sliced from damaged inner tubes taken from Jap trucks. Aluminum from wrecked planes made shades for indirect lighting, and a captured generator supplied the power for the camp. Materials originally intended to build the base have been sent elsewhere.

- Rear Admiral William J. Carter, (SC) USN, has assumed duty as Chief of BuS&A and Paymaster General of the Navy. He relieved Rear Admiral William B. Young, (SC) USN, who has been named Assistant Commissioner in the Office of the Army-Navy Liquidation Commissioner. Rear Admiral Horace D. Nuber, (SC) USN, has relieved Admiral Carter as Assistant Chief of BuS&A.



Admiral Carter

- When the USS *Omnemany Bay* was badly damaged by Jap bombers and had to be destroyed by our own forces, the problem of moving injured members of her crew was most perplexing. Dangerous fires aboard the stricken CVE prevented American destroyers from nuzzling alongside for direct ship-to-ship transfer of the wounded. It looked hopeless until someone advanced a daring suggestion: Strap the wounded to their cots, attach life jackets to the cots, and float them—man and bed—into the water, whence rescue boats might pick them up.

Reported Capt. Howard L. Young, USN, the CVE's skipper:

"Not a man put in the water in this manner was lost."

- It took a Catalina, a Ventura and a destroyer to rescue Capt. George H. Franck, USMC, former All-America football star, after his plane was shot down recently off Wotje Island in the Marshalls. The Catalina rescue plane cracked up when a huge swell struck it while the Cat was attempting to land on the water, and its pilot and five crew members joined Captain Franck on their life raft. Then a nearby destroyer sent a whale boat to the rescue, being guided to the scene by a Ventura search plane. The whale boat returned the airmen safely to the destroyer under fire from Jap coastal guns.

- The U. S. Naval Shore Patrol in Bahia, Brazil, has been commended for its cooperation with the Brazilian

police in the maintenance of public peace and order. Praise for the shore patrol unit was contained in a communication from the Secretary of Public Security for the State of Bahia to the American consul. "Such cooperation," the letter stated, "has been brought about through the good and very cordial understanding which exists between the two police forces, American and Bahian . . ."

• Chaplain Robert D. Workman, USN, has been designated Chief of Chaplains of the U. S. Navy and appointed to the rank of rear admiral. The new title was established by Congress last December, and on 2 March the Senate confirmed Rear Admiral Workman's nomination. He has served as a Navy chaplain for 30 years and since 1937 had been Director of the Chaplain's Division, BuPers.

• The Amphibious Training Command, Atlantic Fleet, which grew from one ship and eight officers, observed its third anniversary on March 16 with a record behind it of having helped ready 60,000 landing craft, manned by 400,000 officers and men, for major roles in 35 major invasions. Today the command, with headquarters at NOB, Norfolk, reaches up and down the eastern seaboard and along the Gulf coast, inland to the lakes and rivers where many landing craft are built and westward into Pacific Coast shipyards. The vast fleet of LSTs, LSMs, LCIs and smaller landing craft that has gone through this command has participated in every U. S. amphibious operation of the war.

• Lt. (jg) Emily Purvis, (NC) USN, and Ens. Jane Kendiegh, (NC) USNR, last month became the first two Navy



Official U. S. Navy photograph

SNOWBOUND BOMBER: Ice and snow mantle a Navy PV, spotted under wraps at an airfield somewhere in the North Pacific.

flight nurses to fly to a battle front for the evacuation of casualties. Planes carrying the two nurses landed on the southern Iwo airstrip on 6 March while it was still under enemy mortar fire, took aboard 36 wounded men and flew them to a base hospital in the Marianas.

• And now it's the "Nightmares," Martin Mariner flying boats (PBMs)

have donned black paint, been dubbed "Nightmares" and have joined "Black Cats"—the Navy's famed Consolidated Catalinas (PBVs)—in night raids and patrols against Jap shipping. Larger, faster and more heavily armed than the reliable old "Cats," the "Nightmares" already have run up an impressive score, sinking or damaging a large warship and numerous small warships, freighters and transports.

4 Commended for BuPers Suggestions

Letters of commendation have been awarded by the Chief of Naval Personnel to one officer and three enlisted men for suggestions to BuPers for improvement in personnel accounting and practices.

Their suggestions were among more than 200 received by BuPers in the first 60 days of the suggestion program announced in BuPers Circ. Ltr. No. 366-44 (NDB, 15 Dec. 1944, 44-1397).

Most of the 200-odd suggestions concerned one of nine or 10 subjects such as the method of making changes to the BuPers Manual and other Navy Department publications, and revision of NavPers forms "Report of Changes," "Report of Enlisted Personnel," etc. Many suggestions, although not considered worthy of letters of commendation, contribute to BuPers' thought on certain subjects. Others will be made available for use in applicable localities. Still others are being weighed and may result in letters of commendation for the authors.

The suggestions were contained in letters from 134 individuals stationed at such widely separated points as Espiritu Santo, New Hebrides; Alexandria, Egypt; Calcutta, India; Colombo, Ceylon; Tampico, Mexico; Aruba, N. W. I., and Guam, as well as on ships at sea and naval establishments in the continental U. S.

Of the 40 officers and 94 enlisted men making suggestions, 53 were stationed within the U. S., 33 were ashore outside the U. S. and 48 were afloat.

The first four letters of commendation went to:

Lt. F. B. Andreen, USNR, officer in charge of the Navy V-12 Unit at Schenectady, N. Y., who suggested a survey form and check list for V-12 Units.

Ralph S. Rouzer, Y1c, USNR (no photograph available), RecSta, Puget Sound, Bremerton, Wash., who suggested a system for accounting for stragglers and deserters at receiving stations within the continental U. S.

Charles W. Quinley, CY, USN, USS *Graffias*, who suggested the elimination of printed ratings on the Report of Enlisted Personnel.

Marvin E. French, CY, USNR, Guam, who suggested certain changes in the procedure for bonding mail clerks and in the administration of details concerning mail-men.

Lt. Andreen's suggestion will be distributed to all V-12 units and directors of training in the naval dis-

tricts for their adoption if desired. Rouzer's suggestion has been submitted to district commandants for use as desired, and Quinley will be adopted by BuPers if approved by a majority of commands now studying it.

By coincidence, French's suggestion



Lt. Andreen

Quinley

French

had already been embodied in a bill prepared for submission to Congress. That fact, however, did not depreciate the worthiness of the suggestion, and a letter of commendation was awarded.

The letters of commendation become a part of the enlisted man's service record or the officer's jacket but do not entitle the recipient to wear the Commendation Ribbon.

To be considered for a letter of commendation, suggestions which may have been made prior to the institution of the program should be resubmitted. All are acknowledged by BuPers whether or not they are considered worthy of adoption.



LEYTE BEACH, where teams were Yanks vs. Japs short months ago, is now scene of liberty parties' football games.

SHIPS & STATIONS

• Five times, without suffering a casualty, the tough old Coast Guard-manned assault transport ploughed through hostile waters, stood off gun-blazing Jap-held islands under battle-smoked skies and lowered her landing craft for marines and soldiers to ride to invasion beaches. Five times and never a casualty . . . but the sixth time, she got it.

Flagship for Capt. Harold J. Wright, USN, the transport division commodore, the USS *Callaway*, skippered by Capt. D. G. McNeil, USCG, was leading a column of attack ships through tangled Philippine straits on the way to Lingayen Gulf. There were frequent and fierce air attacks, but she drove through them all unscathed until the morning of 8 January.

On that date, a Jap plane streaked down and, although mortally wounded by the ship's anti-aircraft fire, struck a searing blow at the superstructure. Jack Ginsberg, Y1c, USCGR, described the scene: "Flames and smoke enveloped the area . . . unexploded shells pop-popped from the flames . . . I don't think I realized I was still manning my battle station until I heard a voice calling frantically over my phones: 'Man overboard on the starboard beam.' I reported down to the bridge. Then I recalled having seen a man in mid-air between the searchlight platform and the bridge deck. I hadn't given the sight a thought . . . as though it were the most natural thing in the world for a man to leap the two-and-a-half-deck distance."

Courage was as common as water . . . it was all around. The engine room force kept at their tasks although ammunition was exploding just above them and they were nearly suffocated; a young ensign was lowered into a blazing compartment to rescue a ship's cook; gunners were glued to their flame-shrouded mounts

until their attacker was destroyed; the chaplain tossed burning floats over the side; crewmen pounded out the burning clothes of shipmates with bare hands; fire-fighters fearlessly and efficiently went about the job of bringing the flames under control . . . and, through it all, the *Callaway* ploughed steadily onward to Lingayen Gulf so that the troops she carried would not be late for their date with the Japs.

After the excitement and tragedy of the air attack, the actual landing operation seemed anticlimactic to the crew and the troops. One soldier was even heard to remark that it would be good to hit the beach and get a rest . . .

• Amid fanfare of music and clinking of beer bottles, one of the finest beer gardens in the Pacific area was recently opened at CincPoa Advance Headquarters, Guam. And while enlisted men frolicked inside, officers were on the outside looking in. Built by Seabees in 10 days, the beer garden has a 40-foot highly polished bar. There is an adjoining terrace which overlooks the sea. Officers on the

island get their drinks at a Quonset hut while they await construction of their club, which has been given the lowest building priority in the area.

• An Army officer dining aboard a U. S. Navy ship in the Mediterranean was delighted with the delicious rolls served. One of the Navy officers explained: "That's our system. Our breadmaker was a cook in civilian life, so we made him a cook in the Navy." The Army man asked to meet the cook and upon being introduced asked him where he had baked before he entered the service. The answer: "I never saw an oven before I put on a uniform. I recorded myself as a 'banker' on my enlistment papers, but someone dropped the 'n'!"

• When Ens. Frances M. Haggerty, (NC) USNR, greeted her new patient, Domenic A. Cantando, SM1c, at the Naval Hospital, Portsmouth, Va., she was pleased to hear that they had mutual friends. But the real surprise came when she learned that the ace bandage she was replacing on Cantando's knee was first applied at Salerno by her brother John, PhM1c.

• Even pigeons like to get some glory and Doris Bundscho, Sp(X) (PI)3c knows it. Doris and her flock roost at NAS, Nouma, La., where she feeds, breeds and gives medical attention to pigeons used as messengers by Navy blimp crews on patrol over the Gulf of Mexico. Because of the importance of their mission, only the best birds are selected for duty. Naturally, all of the pigeons vie for the honor of carrying messages. To increase their spirit of competition, Specialist Bundscho has instituted a "Bird of the Month Club"—the winner being the pigeon with the best flying and health record.

• There will be no more sea duty for the 500 Waves stationed at the Naval Repair Base, San Diego. Since September 1943 they had been commuting by boat from Coronado, where their barracks were located. New quarters now have been completed for them on the station.



Official U. S. Navy photographs

MOTOR SCOOTER built by enterprising Seabee Charles O. Lehnerr, SF1c, is literally a scrap pile on wheels. Junked piston, generator, conduit, wheelbarrow went into it.

• A former salesman from Indianapolis, W. B. Robbins, S1c, USNR, has organized a religious program aboard the LSM 422, a ship too small to warrant its own chaplain. Under Robbins' direction a double quartette has been formed, song and service books have been procured and regular services are held for the crew of his ship and for personnel of other ships in the flotilla. Plans recently were worked out with a Navy chaplain to obtain an altar and other equipment, including a small organ.

• A beer bottle, no matter what its shape, has always played second fiddle to its contents—or had until personnel at the Advanced Amphibious Training Base, Bizerte, Tunisia, reversed the precedence. The plan to elevate the lowly, empty beer bottle was carried out at the base when the men diligently collected the bottles and sold them to local enterprises. The empties brought \$27,094.38 — which at the usual two cents a bottle would be 1,354,719 bottles or, in round numbers, a lot of beer. The money was forwarded to the Treasurer of the United States with a request that it be used to furnish motion pictures for the Fleet. The request was granted and beer bottles are now being turned into movies by the Special Services Division of BuPers. Last month the Treasury Department awarded the AATB a citation "in recognition of the patriotic and generous donation."

• Proud of the organization he serves, Michael Skevofelix, Sp(1)3c, Cleveland Field Branch of BuS&A, named his infant daughter, born last month, Busanda.

• Rosie is not a pin-up girl or even a riveter, but she has been chosen "Midway's Mother of the Year" by the men of the print shop at the Navy base on Midway Island. Rosie won the title by giving birth to a litter of nine pups. At last report, mother and brood were doing well and there was even some talk about applying for



HAWAII-BOUND Waves participate in religious services aboard a Navy transport somewhere in the Pacific. Their destination is Pearl Harbor.

an allotment for the nine dependents.

• Born on the same day in the same hospital, Harvey S. Brooks and Terrence J. Hughes lived near each other in Baltimore all their lives until they enlisted in the Navy on the same day and left together for recruit training. But they had never met until they were assigned to the same double-deck bunk last month at NTC, Bainbridge, Md.

• *Once Over Lightly:* Earle P. Charlton, AS, 18-year-old recruit from Reno, Nev., amazed NTC, San Diego, recognition instructors by identifying 125 Allied and enemy naval vessels flashed on a screen at one second intervals. He began studying ships as a hobby soon after the U. S. went to war. . . . NAS, Ottumwa, Iowa, is conducting an "On to Tokyo" swim

contest—in the station's pool, of course. . . . Frank Molina, Cox., ATB, Fort Pierce, Fla., has completed an all-Navy blanket made of discarded rating badges. . . . Lt. Daniel L. Evans, USNR, CO of the V-12 unit at Hobart College, Geneva, N.Y., was awarded the honorary degree of Doctor of Humane Letters by Hobart and William Smith colleges. . . . Sebastian Contarino, PhM2c, had a new experience recently when he delivered a baby in a field ambulance en route to the hospital at NAS, Jacksonville, Fla. . . . John Baker, AS studying in V-12 for the Chaplains Corps, preached a sermon in the chapel at NAS, Olathe, Kans., a few months after he was married in the same chapel. He had previously been a yeoman at the station.



MAN OVERBOARD! Louis Rood, SF2c, of Brooklyn, was lucky enough to grab a line as a giant wave swept him off



his cruiser. A tanker alongside hauled him aboard in three minutes. Only loss was 60 cents from his pocket.

Official U. S. Navy photographs

REPORT FROM HOME

• *On the diplomatic front:* President Roosevelt reported to Congress on the Crimea Conference; 60 resolutions aimed at strengthening the political, military and social collaboration of the Western Hemisphere were approved at the Chapultepec Conference in Mexico City; representatives of 39 nations prepared for the United Nations Security Conference in San Francisco this month.

Addressing a joint session of Congress within 36 hours after he returned from the "Big 3" meeting at Yalta (INFORMATION BULLETIN, March 1945, p. 43), President Roosevelt told Congress: "We shall have to take the responsibility for world collaboration or we shall have to bear the responsibility for another world conflict." He described the Yalta meeting as a "successful effort by three leading nations to find a common ground for peace," and added that it "spells the end of a system of unilateral action and exclusive alliances and spheres of influences and balances of power and all other expedients which have been tried for centuries and have failed." Unconditional surrender, he said, did not mean enslavement of the German people but a removal of their power to wage aggressive warfare.

The Inter-American Conference on Problems of War and Peace (Chapultepec) ended last month after 16 days of deliberations between 20 American republics. U. S. Secretary of State Edward Stettinius concluded that the meeting marked "an historic turning point in the development of inter-American cooperation for peace and security from aggression and for the advancement of the standard of living for all American peoples." Briefly, the American republics endorsed the

Dumbarton Oaks proposals for an international organization to keep the peace, barred property rights in the Americas to Axis powers, developed additional machinery for united action in the face of aggression or threat of aggression, adopted measures strengthening and reorganizing the inter-American system, and ruled that Argentina must adhere to the Act of Chapultepec (joint action against aggression), declare war on the Axis and sign the declaration of the United Nations before it could return to the American family of nations.

From Mexico City, Secretary Stettinius disclosed the voting procedure of any new international organization as decided upon at Yalta. The rule provided that there must be unanimous agreement among the U. S., Britain, Russia, China and France on questions regarding the use of force to keep the peace.



Comdr. Stassen

Stettinius, as chairman of the delegation; Senators Tom Connally (D-Tex.) and Arthur H. Vandenberg (R-Mich.); Rep. Sol Bloom (D-N.Y.) and Rep. Charles A. Eaton (R-N.J.); Comdr. Harold Stassen, USNR, former governor of Minnesota, and Dean Virginia

Meanwhile, diplomatic representatives of the Allied nations were making plans for the San Francisco conference, which begins 25 April, to draw up a charter of an international organization to maintain the peace. U. S. representatives will be Secretary Stettinius,

Gildersleeve, of Barnard College. Cordell Hull, former Secretary of State, was also to be a representative but will be unable to attend because of illness.

• Women of the U. S. for the first time in history faced the prospect of military draft last month when the House of Representatives passed a bill which would conscript nurses for the armed forces. The bill, which has gone to the Senate for a vote, provides that unmarried nurses, 20 to 44 years of age, be subject to induction, with widows with dependent children exempted. Male nurses would also be subject to induction, and all nurses, whether reassigned or drafted, would be commissioned.

• Three years of wartime living have not resulted in a serious decline in the physical and mental health of America's civilians, according to an OWI report based on data furnished by military and civilian health agencies. The estimated national death rate in 1944 was 10.6 per 1,000 as compared with 10.7 in 1940. New lows were recorded in communicable diseases. Penicillin has a cure rate of 96% among gonorrhea patients. Within five years syphilis and gonorrhea need no longer be a major health problem due to the use of penicillin, sulfa drugs and other new techniques of treatment. On the darker side, the report noted: There still is a shortage of doctors and nurses in civilian practice. There are 80,000 full-time practicing physicians in the U. S. and 60,000 in the armed forces (80% of all medical school graduates go into the Army and Navy). The number of psychiatrists has declined from 3,500 before the war to 2,226. Mental disease is still the largest single cause for draft exemption. Most absenteeism in factories due to sickness is caused by respiratory diseases. Lack of adequate sanitary installations continues in many communities, with 40% of the counties in U. S. lacking full-time public health service.

• Most U. S. citizens were already in bed when the midnight curfew on all places of entertainment went into effect on 26 February. Designed to conserve critically needed coal, alleviate the manpower shortage and lift transportation burdens, the curfew was requested by War Mobilization and Reconversion Director James F. Byrnes. Most owners of entertainment establishments took the order in good faith, but in a small New England village the residents were greatly perturbed. The good folk of the village said they'd "be darned if they'd stay up that late—war or no war!"

• Old faces in new jobs were seen in the nation's capital last month: Former Vice President Henry A. Wallace was sworn in as Secretary of Commerce after the President had signed a measure stripping the Commerce Department of control of Federal lending agencies; Fred M. Vinson became the new Federal Loan Administrator; William H. Davis, chairman of the War Labor Board, succeeded Mr. Vinson as Director of Economic Stabilization, and Dr. George W. Taylor, WLB vice chairman, moved into Mr. Davis's old job.



Photograph from Press Association, Inc.

CURFEW hours were explained to patrons of New York's Diamond Horseshoe by owner Billy Rose on first night of ban. Most U. S. citizens were in bed.

• **Today & Tomorrow:** A boat which permits a fisherman to sit in a rotary chair and drive a paddle wheel with his feet has been patented. . . . Although Boston tobacco dealer Peter Campbell is blind, he has his own method of preventing his customers from buying more than one pack of cigarets a day. He has issued rations cards in Braille. . . . New York State Senate passed the Ives-Quinn bill outlawing discrimination in employment because of race, color, creed or national origin. . . . Penicillin, "wonder drug" developed during the war, was made available to civilian hospitals and physicians last month. . . . Americans will see their first eclipse of the sun in 13 years on 9 July. . . . George Robert Lee, Bridgeport, Conn., stated on his 101st birthday that the second 100 years are the hardest. He observed: "It takes about a 100 years before a man gets any sense. Now that I know the score, I haven't the strength to do much about it." . . . The famous coffee house in New Orleans' French market outlasted coffee rationing all right but recently closed because of the shortage of sugar. . . . Hood River, Oreg., Post 22 of the American Legion agreed last month to restore to its honor roll the names of 15 Japanese - American servicemen which it scratched out last December.



CINCINNATI looked like Venice when spring thaws overflowed Ohio River. Pennsylvania, Kentucky, Illinois, Indiana were among other flood states.

made to Margaret O'Brien as the outstanding child actress.

According to the latest Hooper ratings, Jack Benny has more female listeners than Frank Sinatra. . . . A Hollywood studio bought *Kiki* from Mary Pickford with the intention of making it into a musical with Betty Grable. Years ago, Mary Pickford starred in *Kiki* and her understudy was an unknown named Betty Grable. . . . Pfc. Red Skelton married Georgia Maureen Davis, ex-model. Red's first wife still serves as his gag writer and business manager. . . . New York City License Commissioner Paul Moss refused to renew a Manhattan theater's license unless the play *Trio* was closed. Moss called the play "lewd, lascivious and immoral." Theater folk called him "dictator." . . . Robert Benchley will portray a Navy chaplain in the screen version of *Kiss and Tell*. . . . MGM is dickering with *Stars and Stripes* for rights to do a movie based on the Army daily. . . . *The Ghost of Berchtesgaden* will sequel *Hotel Berlin*—after that, what? . . . Rosalind Russell has acquired the dramatic rights to a forthcoming novel, *Why Was I Born?*, and will appear in the Broadway adaptation. . . . Mainbocher will design dresses and costumes for the technicolor version of *One Touch of Venus*. He did the *Waves* and *Spars* uniforms. . . . Bing Crosby's four sons will do their first screen bit in *Duffy's Tavern*. Bing does the voice ghosting for Eddie Bracken in Eddie's new picture. . . . An exact reproduction of the *Stork Club* (complete with curfew) will be built for the picture of the same. . . . Errol Flynn is going to star in *The Adventures of Don Juan*. . . . Wilson will be shown simultaneously in 500 theaters at popular prices next summer. No picture has ever played more than 300 theaters at one time. . . . Cary Grant will star in a semi-documentary film on the history of naval aviation. The film, taken by service photogs, will begin with the

conversion of the USS *Langley* and continue through the carrier strikes against Tokyo. . . . Maurice Chevalier has received offers to return to Hollywood. . . . Radio stations in Philadelphia banned advertising transcriptions of *To Have and Have Not*. The record's descriptions of Lauren Bacall and the wolf whistles were called too sexy. . . . Charlie Chaplin will make *Monsieur Bluebeard*. . . . Tokyo Rose was the inspiration for a movie of the same. . . . Greer Garson was rated most popular star in the U. S. in a recent Gallup poll. . . . A series of one-reelers titled *Overseas Roundup* will provide a factual report of how servicemen overseas live, work and play between battles. . . . All branches of the service joined forces to produce the film *Fury in the Pacific*, which portrays the amphibious operations against the Palau. All footage was shot by uniformed photographers.

ENTERTAINMENT

• Bing Crosby and Ingrid Bergman were named the best film performers of 1944 and *Going My Way* the outstanding picture of the year by the Academy of Motion Picture Arts and Sciences. The "Oscars" went to Miss Bergman for her role in *Gaslight* and to Crosby for his portrayal of the priest in *Going My Way*. Best supporting role awards went to Barry Fitzgerald (*Going My Way*) and Ethel Barrymore (*None But the Lonely Heart*). A special award was



Photographs from Press Association, Inc.

SIGN OF SPRING: Circus aerialist Elizabeth Wallenda tunes up for new season. Ex-husband returns in act despite marital split last year.

SPORTS

Play Ball!

Major league clubs took to not-so-warm diamonds last month for spring training in preparation for season openers on 16 April, although most teams were operating on a day-to-day basis, never knowing when their manpower would be drained.

There was hope for survival of a fourth wartime season by way of the green light given the game by President Roosevelt, the sympathetic nod of War Mobilization Director James F. Byrnes and the travel agreement worked out with the Office of Defense Transportation. However, many of baseball's 4-Fs and those deferred for dependency reasons last season expect to face new draft examinations soon.

Here is the manpower picture in the National and American leagues:

Detroit Tigers have already lost their biggest bat, Dick Wakefield, and

will rely on pitchers Dizzy Trout and Hal Newhouser to pull them through. Boston Red Sox have virtually no catching staff and will be without Tex Hughson, Bobby Doerr and Skeeter Newsome. Biggest blow to Cleveland would be loss of Manager Lou Boudreau if he stays at his war plant job. Champion Cardinals will be minus Stan Musial and expect Walker Cooper, Max Lanier and Marty Marion to go. Cincinnati Reds will be missing Ray Mueller and Estel Crabtree. Cubs may drop Bill Nicholson to the draft and will not have Les Fleming and Dom Dallessandro. Dodgers have already lost Rube Melton and have fears for Mickey Owen. Browns, Athletics, White Sox, Yankees, Pirates, Giants and Braves will have few lineup changes from last year.

Washington Senators are in a class by themselves—they could field an all Latin team plus spares, having 12 Cubans and one Venezuelan on the roster.

• **Odds and Ends:** Iowa won its first undisputed Western Conference basketball title. Won 11 out of 12. The one loss was to Illinois. . . Lt. Col. Dick Hanley, USMC, one-time head football coach at Northwestern University, signed a three-year contract as coach and general manager of the Chicago club in the postwar All-American Football conference. He will be assisted by Maj. Ernie Nevers, USMC, former Stanford great. Hanley is the fifth coach signed in the new pro circuit. . . Baseball writers ranked the 1927 Yankees—Lou Gehrig, Bob Meusel, Babe Ruth, Tony Lazzeri, Earl Combs and others—the best team of all time. . . Sam Snead won his fifth victory of the winter season by taking the Pensacola open golf tournament and then added No. 6 by annexing the 72-hole Jacksonville open. . . The 1945 All-Star baseball game will be dropped as a travel conservation measure. . . Kenneth L. "Tug" Wilson, athletic director at Northwestern University, was ap-



Photographs from Press Association, Inc.

WASHINGTON Nats, first major league team out of hibernation, was cheered by No. 1 fan, hefty Ernest Holcomb, and Coach Nick Altrock.



SHOWN the 4-foot tube and magnet used to retrieve bobby pins from her stomach, Betsy Johnson, 3, of Schenectady, N. Y., can't believe her eyes.

pointed athletic commissioner of the Western Conference, succeeding the late John L. Griffith. . . Montreal Canadians clinched first place in the National Hockey League. . . U. S. Coast Guard Academy won the Eastern Intercollegiate Boxing Association championship. . . New York's Mayor La Guardia revealed that 20-year-old Larry Pearlstein, honorably discharged Army vet and one of the five Brooklyn College basketball players expelled from college for taking bribes to "throw" a game, never was enrolled in Brooklyn College although he carried books every day.

VETERANS

• Are veterans interested in buying homes after they get out of the service? Have a figure: By the first of this year, according to a recent report of the United States Savings and Loan League, more than 10,000 servicemen or their families had had interviews with savings and loan associations alone regarding home loans under the "GI Bill of Rights." Of these, 1,054 had filed applications for loans totaling \$4,689,057.

• Starting out the new year with a bang, local offices of the United States Employment Service placed 98,620 veterans in jobs during January. This topped best 1944 month by 15,000 and was almost triple the figure for the previous January. Veterans of the present war accounted for 77,735 of the jobs. Special selective placements were made of 12,812 servicemen with disabilities.

• What is believed to be the first GI Bill business loan in the country has been made to a former Navy man, Jack C. Breeden, of Falls Church, Va., ex-torpedoman's mate third class. Medically discharged, and with four battle stars on his campaign ribbons, Breeden is going into the wholesale meat business, using his loan to buy a refrigerator truck for operation in

northern Virginia and the Washington metropolitan area. The loan was for about \$3,000 and was made by a Washington bank, with Veterans Administration guaranteeing 50% of the loan under the GI Bill.

• In connection with business loans under the GI Bill, two Government agencies have been designated as co-operating agencies with Veterans Administration. The Reconstruction Finance Corporation and the Smaller War Plants Corporation will review papers connected with business loans and make recommendations as to approval or disapproval. RFC and SWPC will also act as appraisers and examine loans for business purposes to determine (1) that the proceeds will be used for purposes permitted by law, (2) that the property involved will be useful and reasonably necessary to the occupation, (3) that the veteran has the ability and experience to assure a reasonable likelihood of success in the venture, (4) that the price to be paid does not exceed a reasonable normal value, and (5) that the loan is practicable.

Ordinarily, business loans are made through recognized lending agencies, such as banks, loan associations, etc. But in some instances either RFC or SWPC may make a primary loan under their independent authority as lending agencies. Where this is done the Veterans Administration may guarantee in full a second loan not to exceed 20% of the purchase price, up to a maximum of \$2,000.

• Forms and information needed to make the three types of GI Bill loans—for homes, farms and businesses—have now been distributed to the great majority of lending agencies in the country, and are also available at all regional offices of the Veterans Administration. Any veteran, however, who does not find such information available locally may write to the nearest office of the Veterans Administration and the information will be mailed to him immediately.

HOW DID IT START?

Bells

When time was kept aboard ship by means of a half-hour glass, it was the job of the ship's boy to turn the glass as the sands of time ran out. With each turn he gave the bell on the quarterdeck a lusty swing to show that he was on the job. Then quartermasters found it convenient to show the passage of their watches by having the bell rung once at the end of the first half hour, twice at the end of the second and so on. Eight bells indicated the end of a four-hour watch and the beginning of a new one.



PLANES IN THE NEWS

• When the *Mars*, world's largest flying boat, winged west from San Francisco and came to rest at her Hawaiian base recently, she completed her 1,000th hour of flight time, carried her 1,000,000th pound of pay load and had flown more than 200,000 miles. This record has been established since January 1944 when the huge flying boat was turned over to the Naval Air Transport Service. The *Mars* has been carrying an average pay load of approximately 25,000 pounds on each flight of her four-day rotation schedule between San Francisco and Hawaii.

• A Catalina patrol bomber recently delivered to the Navy at New Orleans was christened *The Flying Steed* by the New Orleans shore patrol. The privilege of naming the bomber was given the patrol's 62 officers and men for selling an average of \$2,068.95 worth of war bonds apiece to outdistance other units at 8th Naval District headquarters in both total and per capita sales during the 1944 Pearl Harbor Day drive. The patrol chose the name in honor of Charles J. Steed, CSp(S), who sold \$18,500 worth of bonds.



Gazette (58, New London, Conn.)

"Leave her up awhile, Skipper—I want dry these things!"

DD to Arabia

(Continued from page 3)

the wardroom. We entered with our caps held under our arms, shook hands with the King and took our places, squatting on the deck about these great tablecloths.

Half a dozen huge plates of lamb-and-rice combination were before us, surrounded by smaller plates of onions, tomatoes and potatoes. Smaller, choicer bits of lamb in some colorless dressing surrounded these. There was also chopped watermelon, chopped apples from the officers' mess, water and bread—the Arab's twisted bread, very much like French bread, and some from our own mess.

The King drinks only water from Mecca. It was held behind him in a large glass by the Assistant Ceremonial Coffee Server throughout the entire meal. A gesture and the King had his glass. The Ceremonial Coffee Server also stood behind the King with a small cup and, whenever the King wanted coffee, he would drink from this cup. When he had had his fill, the cup was emptied on the rug.

It is good taste among Arabs to eat all that is placed before you. We used our hands or ate with knives and forks, depending on how we thought we should act under the circumstances. Our executive officer is a very large man, very much like the King in stature, and he had to rise many times during the evening to stretch his legs. The King laughed at this and said that he himself was a large man but had been doing this all his life and so he was quite used to it.

That evening we showed a movie, *The Fighting Lady*, out on the fore-castle under the tent. The King was very interested and called over to his interpreters to give him all the information concerning the planes and the carriers.

That was our first day at sea, 13 February. We passed through Suez early in the morning on the 14th and proceeded up the canal. We came within TBS distance of the President's cruiser about 1000. All preparations had been made for coming alongside. That morning we took down the tent, left the rugs on the fore-castle, spread out the chairs in their best fashion and set up the King's throne on the super-structure deck aft of our No. 2 gun.

Mission Completed

The cruiser's deck, of course, was much higher than ours, and the King could not climb any ladders. So we rigged a sort of elevator, a chair from the wardroom with lines tied about its four legs. We put the King in that, at the break of the deck swung him over the side and hoisted him up to the next deck. There he established himself on his throne, surrounded by his bodyguards, as we came alongside the cruiser.

Our men manned the rails, the men on the cruiser manned hers. The gangway was placed from the cruiser's quarterdeck across our life net on the superstructure deck, and the King was piped aboard the cruiser in the traditional fashion of the Navy. He took

WHAT'S IN A NAME?

Union Jack

The Union Jack, the flag that is the blue portion of the Stars and Stripes and is flown between 0800 and sunset



on the jackstaff of a Navy ship at anchor, gets its name from the British flag. The British called their flag "union" because its two crosses of St. George and St. Andrew, symbolize the union of

England and Scotland; "jack" because Jacques was the nickname of King James II who authorized the flag. We acquired the name along with other British flag terminology.

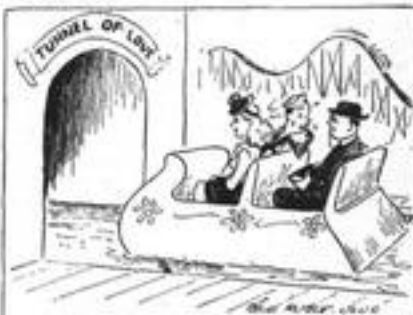
with him his bodyguards, and every single bodyguard was piped aboard. It was doubtful, evidently, that they knew exactly which one was the King, and this was amusing to us because we had done the same thing with the royal princes as they came aboard—piped each one aboard to be sure that we would render honors correctly.

During the meeting aboard the cruiser her fantail was crowded with men who wanted to receive gifts of watermelons from the Arabs on our fantail, who were throwing them up to the cruiser, and to see the sheep pen, the carpets on our deck, the charcoal fires that were still burning under their copper pots, brewing the ceremonial coffee, and the Arabian flag that was flying at the peak of the gaff.

After the conference the cruiser got underway immediately for Alexandria. We anchored there in Great Bitter Lake for another day, getting under way about 1500 on the 15th for Is-mallia, where we were to disembark the King.

At Ismailia we anchored and went through the reverse of the routine that we used when the King came aboard. He got into the ship's boat at the break of the deck and was lowered away.

We then proceeded on our way through the Suez Canal, refueled at Port Said, went on to Oran, rendezvoused with the cruiser and the task force in the Straits of Gibraltar and were on our way back to the U. S., completing our mission—one of the strangest and grandest missions, I think, any destroyer in this war will ever have.



Beside Examiner (NH, Farragut, Idaho.)

DECORATIONS AND CITATIONS

For reasons of security, a man's duty and the deed for which he is decorated often cannot be fully described either in this section or in the actual citation he receives. There may accordingly be reports here which do not tell the whole story.



NAVY CROSS

Gold star in lieu of second award:

★ Comdr. Reuben T. Whitaker, USN, Norwich, Conn.: As commanding officer of a vessel on war patrols in enemy-controlled waters he resolutely and aggressively attacked at every opportunity enemy merchant vessels from convoys. In addition he courageously attacked and sank a Japanese combatant vessel. He displayed excellent tactical judgment. Under his direction, his group of ships accounted for the destruction of much vital enemy shipping. His professional skill and great personal courage were an example and an inspiration to his officers and crew.

★ Lt. Robert L. Stearns, USNR, Santa Rosa, Calif. (missing in action): Fly-



Official U. S. Navy photograph

ing his torpedo bomber on antisubmarine patrol, Lt. Stearns sighted a concentration of four surfaced U-boats. Flashing word back to his carrier, he immediately closed in on the subs for a bombing attack. In the face of furious antiaircraft fire from the four subs, he launched an expert and daring run. Then he courageously remained in hazardous contact with the enemy to direct relief planes to the area. Upon arrival of other carrier planes, he skillfully coordinated their efforts for a concerted attack. In the ensuing well-planned action, he fought his bomber valiantly and scored devastating hits that probably destroyed one of the subs. Positive indications of the accuracy of his attack and the probable destruction of the sub were furnished by the large number of floatable objects and the heavy oil slick seen on the surface afterwards. His superb airmanship and invincible fighting spirit were an inspiration to his comrades.

★ Lt. Robert P. Williams, USNR, Snoqualmie, Wash.: While piloting a torpedo bomber during an attack on a German submarine in the Atlantic area, he was aggressive and valiant, alert to every attack opportunity. Upon sighting the periscope of the sub he launched a vigorous bombing run. As the vessel began to surface, he released four depth charges, one of which exploded close aboard the port bow and caused the sub to submerge slowly on an even keel. His superb airmanship and unswerving devotion to duty in the execution of hazardous patrols reflect the highest credit upon himself and the naval service.

First award:

★ Vice Admiral Jesse B. Oldendorf, USN, Coronado, Calif.: As Commander Support Force in the Battle of Surigao Strait, 25 Oct. 1944, he engaged a powerful detachment of the Japanese fleet, consisting of battleships, cruisers and destroyers, and in a short but decisive action practically annihilated the enemy force. Fleeing remnants were closely pursued by units of his command which, with the aid of cooperating aircraft, completed their destruction. His personal courage, determination and perseverance were reflected in the outstanding performance of the force under his command, which resulted in a brilliant naval victory and incalculable damage to the enemy.

★ Rear Admiral (then Capt.) Frank E. Beatty, USN, Coronado, Calif.: His aggressive leadership and gallant conduct under fire as CO of the USS Columbia during the period of 30 Oct.-2 Nov. 1943, contributed to the protection of our beachhead at Empress Augusta Bay and to the successful establishment of our land and air

forces on Bougainville. Proceeding through unfamiliar and poorly charted waters and against terrific fire from hostile shore batteries and aerial attacks, he participated in the initial bombardment of Buka-Bonis and the first daylight assault on Shortland-Baisi-Ballale. During the operations, the American forces were pitted against a Japanese task force of superior firepower but nevertheless fought on to victory. The superb skill with which Rear Admiral Beatty fought his ship helped bring about the sinking of one enemy cruiser and four destroyers and the damaging of two other cruisers and two more destroyers. Later, a fleet of 67 enemy bombers launched a deadly attack against the American forces and Admiral Beatty directed the anti-aircraft batteries in a barrage that was so persistent, intensive and accurate that 17 Jap planes were shot down.

★ Capt. William H. Buraeker, USN, Winchester, Mass.: As CO of the USS Princeton in the Western Pacific during September and October 1944, his courageous and inspiring leadership contributed directly to the destruction of a large part of the enemy's navy and air force. When his own ship was heavily damaged by superior enemy forces, he made determined and heroic efforts to save her. These efforts continued, even in the face of three great explosions, until the tactical situation demanded that the Princeton be sunk by our own fire.

★ Comdr. Frank DeVere Latta, USN, Burlington, Iowa: Applying himself with keen foresight and unwavering attention to detail as CO of a submarine on six successive patrols, he assisted materially in planning a series of extremely hazardous missions and later carried out each difficult assignment with outstanding success. During these patrols, he maneuvered his vessel for maximum striking power and succeeded in sinking an important amount of vital hostile shipping.

★ Lt. George C. Cook, USNR, Boston, Mass.: On the night of 18-19 April 1942, Lt. Cook was in command of a boat and rescue party detailed from an American ship to effect the evacuation of a group of Australian flyers who were grounded on the Island of Timor, Netherlands East Indies. Despite the fact that enemy forces were in the vicinity and also searching for the grounded aviators, Lt. Cook unhesitatingly swam ashore and made contact with the flyers. Thereafter, he made several additional trips through the surf, efficiently supervised the transfer of the sick and wounded men to his ship and, in complete disregard of his own safety, rescued two

ARMY HONORS ADMIRAL: Rear Admiral A. C. Bennett, USN, Portsmouth, Ohio, has been awarded the Legion of Merit by the U. S. Army for his services during the invasion of North Africa. Lt. Gen. Lloyd C. Fredendall, USA, made the presentation (above) to Admiral Bennett, who is now Commandant of the 8th Naval District, at ceremonies recently in Memphis, Tenn. Having received orders to participate in the Oran landing only three weeks prior to the first scheduled sailing date of the assault convoy, Admiral Bennett organized and trained an advance base unit for duty with the Center Task Force. Salvage personnel and material were on hand immediately after the landing for the extremely difficult task of clearing the ports of Oran, Mers El Kebir and Arzew. Despite the difficulties, particularly at Oran where 26 ships had been sunk, all three ports were rapidly prepared to handle from two to three times their normal peacetime capacities.

from drowning. Throughout the dangerous operations, his splendid leadership, unselfish efforts and indomitable courage were an inspiration to his comrades.

★ Lt. Jack D. Cruze, USN, Los Angeles, Calif.: On various patrols over the Solomons Sea and in the vicinity of the Bismarck Archipelago in November 1943, Lt. Cruze, pilot of a Catalina, demonstrated splendid airmanship and valorous initiative as he flew through hazardous weather and against fierce anti-aircraft opposition to destroy or damage enemy shipping and ground targets. From 1 to 9 November, his toll included destruction of a wharf, an accurate hit on a hostile cargo ship and severe damage to many barges. Then, on the night of 16 November, sighting a large force of enemy vessels, he skillfully and fearlessly maneuvered his plane for a low-altitude bombing attack and, despite intense and accurate anti-aircraft fire, which ripped into his plane frequently, Lt. Cruze scored two direct and punishing hits on a valuable transport, destroying it or seriously damaging it.

★ Lt. Kemper Goffigon III, USNR, Cape Charles, Va.: In command of an LCT(5) which was attacked by Jap

diverbombers at Arawe, New Britain, 26 Dec. 1943, Lt. Goffigon courageously disregarded his own painful injuries when his ship was riddled by shrapnel that killed two men and wounded 16. Lt. Goffigon, showing forceful leadership and outstanding skill, immediately undertook strong protective measures to control damage and care for the wounded personnel. With the engineering plant and rudder badly damaged, he reassembled his remaining men and labored tirelessly for five hours in the combat zone to effect repairs which enabled his ship to return to a place of safety under her own power.

★ Lt. (jg) Robert D. Kunkle, USN, Dallas, Tex.: While on patrol in his Catalina flying boat on 28 Dec. 1943, despite extremely adverse weather conditions he located two Japanese destroyers off the north coast of New Britain. He immediately launched a vigorous attack at mast-head level only to have the run go for naught when the bombs failed to release. Undismayed, the flyer wheeled about and pressed home a second attack, diving through a withering sheet of anti-aircraft fire from the two ships and from enemy shore installations to score two probable hits on one of the destroyers.

★ Ens. Arthur P. Mollenhauer, USNR, Redwood City, Calif. (missing in action): During a raid by carrier-based planes on northern Formosa on 12 Oct. 1944, he flew his fighter-bomber through intensive anti-aircraft fire to carry out an effective bombing attack on a large and important hangar. During this attack, he boldly engaged a superior force of Jap planes and, despite the great odds against him, shot down five enemy craft. He not only contributed to the complete rout of the enemy formation, but, in two instances, saved the lives of teammates.

★ Victor A. Bloom, CMM, USNR, Lynn, Mass.: Senior engineer of PT 191, Bloom took a vital part in numerous aggressive combat patrols against hostile barge traffic along the north coast of New Guinea and the west coast of New Britain from September through December 1943. He contributed materially to the success of his vessel in sinking or destroying 10 enemy barges loaded with troops and supplies, two ketches, one lugger, one picket boat and two aircraft. During a daylight reconnaissance of the New Britain coast northwest of Arawe, a vigorous enemy air attack crippled the PT's three engines. Although the engine room was filled with noxious gas fumes and sprayed with hot water from damaged water jackets, Bloom remained steadfast at his station and skillfully maintained the engines in operative condition. Realizing that leaking gas tanks might result in serious fires, Bloom shut off the tank compartment, blanketing it with carbon dioxide. Then he courageously went to the assistance of two injured shipmates and administered effective first aid.

★ Arthur V. Shields, EM1c, USNR, Port Angeles, Wash. (posthumously): During the invasion of France, Shields was attached to LCI 415. Swept by a strong current, the vessel was beached on a bar about 50 yards offshore. Shields voluntarily swam from ship to shore and back through a hail of enemy shrapnel to establish the depth of the water and thus determine if troops could be disembarked safely. Although exhausted upon returning to the craft, he unhesitatingly plunged in again to rescue two soldiers from drowning, supporting them despite heavy fire until a rubber boat could be sent to their aid. Then he helped one into the boat and led the other to shallower water. Subsequently, he boarded a disabled landing craft nearby and, after the abandon ship order had been given, remained to render valiant aid to the officers and to the pharmacist's mate removing a wounded crew member. It was while carrying this helpless injured man along the beach that Shields was mortally wounded by bursting German shells.

★ William B. Wadkins, BM2c, USNR, Anson, Tex.: During the landing on Baanga Island of New Georgia Group on 12 Aug. 1943, Wadkins was coxswain of an LCM from an attack cargo ship. After skillfully bringing

Winners of the NAVY CROSS

(Citations begin on opposite page)



Jesse B. Oldendorf
Vice Admiral, USN



Frank E. Beatty
Rear Admiral, USN



William H. Burecker
Capt., USN



Reuben T. Whitaker
Comdr., USN



George C. Cook
Lt., USNR



Jack D. Cruze
Lt., USN



Kemper Goffigon III
Lt., USNR



Robert L. Stearns
Lt., USNR



Robert P. Williams
Lt., USNR

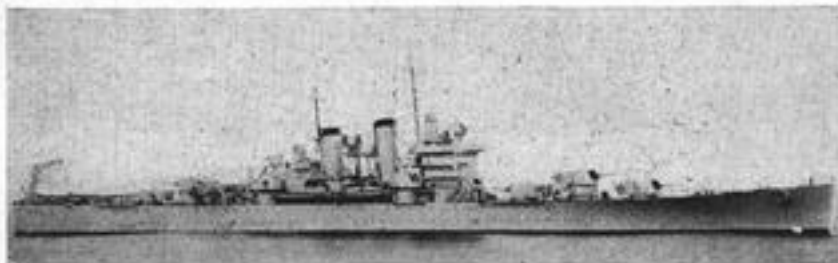


Robert J. Kunkle
Lt. (jg), USN



Arthur V. Shields
EM1c, USNR

Photographs not available of Comdr. Frank DeVere Latta, USN; Ens. Arthur P. Mollenhauer, USNR; Victor A. Bloom, CMM, USNR, and William B. Wadkins, BM2c, USNR.



Helena Awarded Navy Commendation

The first award of the new Navy Unit Commendation has been made to the light cruiser USS *Helena* (above) for outstanding heroism in action against Japanese forces afloat in the Solomon Islands-New Georgia area. The *Helena* was cited for her part in the Battle of Cape Esperance, the Battle of Guadalcanal (Third Savo) and the engagement in which she was sunk by a Jap torpedo, the first Battle of Kula Gulf.

Gallantly carrying the fight to the enemy, the *Helena* opened the night Battle of Cape Esperance on 11-12 Oct. 1942 by boldly sending her fire into a force of enemy warships. She sank a hostile destroyer and held to a minimum the damage to our destroyers in the rear of the task force. She engaged at close quarters a superior force of combatant ships in the Battle of Guadalcanal (Third Savo) on the night of 12-13 Nov. 1942. When the flagship had been disabled, she rallied our own forces and contributed to the enemy's defeat.

In her final engagement in the pre-dawn Battle of Kula Gulf, 5 July

1943, she valiantly sailed down the submarine-infested waters of the gulf under terrific torpedo and gun fire of the enemy to bombard Kolombangara and New Georgia and cover the landing of our troops at Rice Anchorage. Twenty-four hours later, as her blazing guns aided in the destruction of a vastly superior enemy force, she was fatally struck by a Japanese torpedo.

All personnel who served aboard the *Helena* during one or more of the above engagements are authorized to wear the Unit Commendation ribbon; personnel not attached on one or more of those engagements are not authorized to wear it. The ribbon is to be worn, without a bronze star, immediately after the Presidential Unit Citation ribbon. The new citation, announced by Alnav 224-44, is awarded by the Secretary of the Navy to any ship, aircraft, detachment or other naval unit for outstanding heroism in action with the enemy, or for extremely meritorious service in support of military operations not involving combat.



Official U. S. Navy photographs

Survivors of torpedoed *Helena* muster aboard destroyer that picked them up.

NAVY CROSS cont.

the craft to the beach under fierce machine-gun cross-fire which set ablaze an ammunition box in front of the cockpit, Wadkins turned over his duties to a shipmate and, with utter disregard for his own personal safety, threw the burning explosives overboard. Despite the deadly fire of the enemy, he assisted in holding the boat on the beach, helping the troops who were landing and those who were being evacuated, and administering first aid to the wounded while the boat was backing off the shore. Although he himself was injured, Wadkins resumed his station in the cockpit and continued to back his craft for almost a mile in order to bring his machine gun to bear on the enemy.



DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ Admiral William F. Halsey Jr., USN, Washington, D. C.: In a duty of great responsibility as Commander, 3d Fleet, operating against Japanese forces from 15 June 1944 to 25 Jan. 1945, he carried out a sustained and relentless drive against the enemy. He skillfully directed the operations which resulted in the capture of the western Carolines and a crushing defeat of the Japanese carrier force in the battle off Cape Engano on 25 October and associated attacks on a hostile fleet in waters of the Philippines. Conducting a series of brilliant and boldly executed attacks on hostile air forces, shipping and installations in the Ryukus, Formosa, the Philippines, South China and Indochina, Admiral Halsey was directly responsible for the great damage inflicted on enemy aerial forces and the destruction of shipping vital to the Japanese.

Gold star in lieu of second award:

★ Maj. Gen. Roy S. Geiger, USMC, Pensacola, Fla.: As Commanding General of the 3d Amphibious Corps, and of the Southern Troops and Landing Force in preparation for and during the campaign against the Marianas Islands and the capture of Guam, he worked tirelessly and with sound judgment and initiative. He



Gen. Geiger

welded the 3d Marine Division, Reinforced, and the 1st Provisional Marine Brigade, the Corps troops and artillery into a superb amphibious assault team. Immediately following the landings he effectively combined the 77th Army Division with the Southern Landing Force, directing the combat operations of this powerful force in the vital task of seizing beachheads, capturing the harbor and surrounding heights and ultimately overwhelming the remaining island de-

fenses. His forceful leadership, brilliant tactical skill and distinguished service were an inspiration to his gallant command.

First award:

★ Rear Admiral William Chambers, (MC) USN, La Jolla, Calif.: As Inspector, Medical Department Activities, Pacific Area, from October 1942 to 1 Aug. 1944, he worked tirelessly and with brilliant administrative skill, carrying out vital assignments throughout the combat areas of the Pacific. He expeditiously effected the organization of



Admiral Chambers

medical facilities which included first aid treatment in the field, hospitalization and evacuation of the sick and wounded, the establishment of medical storehouses and supply depots for the Fleet and shore activities, and the preliminary plans for the care of natives in conquered territory. As a qualified flight surgeon he personally participated in the evacuation of the first battle casualties from Bougainville, prior to the organization of a regular air evacuation service. Later by his unwavering efforts and excellent judgment during operations in the Marianas he contributed materially to the saving of a large number of lives. Consistently applying his superior professional knowledge efficiently and with outstanding resourcefulness, Admiral Chambers distinguished himself as a forceful leader and was largely



Official U. S. Navy photograph

THE PRESIDENT congratulates Admiral Halsey, accompanied by Mrs. Halsey, after presenting a gold star in lieu of third Distinguished Service Medal to the 3d Fleet commander at White House last month.

responsible for the success of the Medical Department's program in this theater of war.

At present he is Medical Officer in Command at the National Naval Medical Center, Bethesda, Md.



LEGION OF MERIT

Gold star in lieu of fourth award:

★ Capt. Watson O. Bailey, USN, East Lynn, Mass.: Commander, Transport Division and commander of a beach assault group, invasion of southern France.

Gold star in lieu of third award:

★ Rear Admiral Spencer S. Lewis, USN, Calvert, Tex.: Chief of staff to a naval task force commander, invasion of Italy.

★ Capt. (then Comdr.) Leo A. Bachman, USN, Berkeley, Calif.: On the staff of a naval task force commander, invasion of Italy.

★ Capt. Harold R. Brookman, USNR, Oakland, Calif.: Material officer, invasion of Italy.

★ Capt. Robert A. J. English, USN, San Francisco, Calif.: War plans officer, invasion of Italy.

Gold star in lieu of second award:

★ Maj. Gen. Graves B. Erskine, USMC, Waverly, Ala.: Chief of staff of an expeditionary force, Marianas, 24 April to 12 Aug. 1944.

★ Brig. Gen. William E. Riley, USMC, Minneapolis, Minn.: Assistant Chief of Staff of Commander, 3rd Fleet, 16 June 1944 to Jan. 1945.

★ Capt. Raymond J. Mauerma, USCG, Chevy Chase, Md.: CO, USS *Joseph T. Dickman*, invasion of Southern France.

★ Col. William J. Whaling, USMC, Laguna Beach, Calif.: CO, 1st Marines, 1st Marine Division, Cape Gloucester, New Britain, 26-30 Dec. 1943.

★ Capt. Richard F. Whitehead, USN, Fall River, Mass.: Commander, Sup-

port Aircraft, southern Marianas, 14 June to 15 July 1944.

First award:

★ Vice Admiral Charles H. McMorris, USN, Wetumpka, Ala.: War plans officer, staff of CincPac, 7 Dec. 1941 to 15 Apr. 1942.

★ Rear Admiral Walter A. Buck, (SC) USN, Drexel Hill, Pa.: Force supply officer, staff of Commander, Support Force, Atlantic Fleet, 5 March 1941 to 10 Feb. 1942.

★ Rear Admiral Osborne B. Hardison, USN, Glenview, Ill.: Commander, Fleet Air, South Pacific, 21 April 1943 to 10 Jan. 1944.

★ Rear Admiral William K. Harrill, USN, Knoxville, Tenn.: While commander of a task force, June 1944.

★ Rear Admiral Forrest P. Sherman, USN, Melrose, Mass.: Chief of Staff to Commander, Air Force, CincPac, 14 October 1942 to 24 November 1943.

★ Capt. Selman S. Bowling, USN, New Albany, Ind.: Commander, Motor Torpedo Boat Squadron 21, April 1943 through January 1944.

★ Capt. Josephus A. Briggs, USN, Omaha, Neb.: Commander of a fleet air wing and CO, NAS Port Lyautey, French Morocco, November-December 1942.

★ Capt. Pat Buchanan, USN, Coronado, Calif.: Commander, Transport Groups, invasions of Attu and Kiska.

★ Capt. Marion C. Cheek, USNR, Ripley, Tenn.: Staff of ComSoPac, 19 June 1942 to 5 January 1944.

★ Capt. John Connor, USN, Manchester, N. H.: Antisubmarine officer, ComDesLant, later commander of a destroyer squadron and an Atlantic fleet task group, March 1942 to January 1944.

★ Capt. Randal E. Dees, USN, Crystal Springs, Miss.: CO of the USS *Pensacola*, Marshall Islands, 23 Jan. to 17 March 1944.

★ Capt. Sydney B. Dodds, USNR, Shaw, Miss.: Commander, beach battalions, invasion of southern France.

★ Capt. Willard M. Downes, USN, North Hollywood, Calif.: Chief Staff Officer, Brisbane, Australia.

★ Capt. (then Comdr.) George J. Dufek, USN, Rockford, Ill.: Aviation officer on the staff of a naval task force commander, invasions of Sicily and Italy.

Army General in Angaur Invasion Gets Navy DSM

Maj. Gen. Paul J. Mueller, USA, Arlington, Va., has been awarded the Navy's Distinguished Service Medal by Secretary of the Navy Forrestal for his service as commanding general of the 81st Infantry Division during the invasion of Angaur in the Palau Islands, 17 Sept. to 14 Oct. 1944.



Gen. Mueller

Skillfully executing the landing, Gen. Mueller launched an aggressive assault which drove the defenders back into a single pocket of resistance on the coast. Despite difficult terrain and desperate opposition, he repeatedly occupied hazardous forward posts, directing a succession of bold attacks which steadily reduced the hostile position. Concurrently, although severely handicapped by adverse unloading and beach conditions, he was charged with initiating the development of an important air base.



(See Page 63)

LEGION OF MERIT cont.

- ★ Capt. Harold F. Fick, USN, Cleveland Heights, Ohio: CO, aircraft carrier, Pacific area, May 1943 to July 1944.
- ★ Capt. William B. Fletcher Jr., USN, Washington, D. C.: Chief of Staff, Commander Transport Group; Commander, Attack Group, South Pacific Force, 3 July 1943 to 26 Aug. 1944.
- ★ Capt. Clarence Gulbranson, USN, River Forest, Ill.: CO, ATB, Fort Pierce, Fla., January 1943 to January 1945.
- ★ Capt. Ralph E. Hanson, USN, New London, Conn.: Commander of a transport division, Pacific area, 15 June to 24 June 1944.
- ★ Capt. Ernest E. Herrmann, USN, Washington, D. C.: CO of a cruiser, Pacific area.
- ★ Capt. Harold R. Holcomb, USN, Berkeley, Calif.: ComDesRon from 6 April 1943 to 3 Sept. 1943, Aleutians.
- ★ Capt. Horace H. Jalbert, USNR, Annapolis, Md.: CO, ATB, Bizerte, Anzio landings.
- ★ Capt. Lewis G. Jordan, (MC) USN, New York, N. Y.: Force medical officer, ComSerFor, U. S. Pacific Fleet, June 1942 to January 1945.
- ★ Capt. Philip R. Kinney, USN, Santa Barbara, Calif.: Communications officer, South Atlantic force.
- ★ Capt. Donald L. Mills, USN, Norfolk, Va.: Operations officer, on the staff of Commander Air Force, Atlantic Fleet, January 1943 to February 1944.
- ★ Capt. Clinton A. Misson, USN, Washington, D. C.: Commander of a transport division, Pacific area, 15 to 24 June 1944.
- ★ Capt. (then Comdr.) Charles W. Moses, USN, Bismarck, N. D.: Gunnery officer, staff of a naval task force commander, invasions of Sicily and Italy.
- ★ Capt. (then Comdr.) James R. Pahl, USN, San Diego, Calif.: ComDesDiv, Solomon Islands, 23 Oct. 1943 to 11 Jan. 1944.
- ★ Capt. Frederick L. Riddle, USN, Baltimore, Md.: Assistant operations officer, staff of Cinclant, January 1942 to March 1944.
- ★ Capt. Herman A. Spanagel, USN, Washington, D. C.: CO, USS *Nashville*, Solomon Islands, 10 Dec. 1942 to 23 Nov. 1943.
- ★ Capt. (then Comdr.) William H. Standley Jr., USN, San Pedro, Calif.: Operations officer, staff of naval task force commander, landings at Anzio.
- ★ Capt. John D. Sweeney, USN, Annapolis, Md.: Commander of a destroyer transport division, Solomon Islands, 1 July to 21 Nov. 1943.
- ★ Capt. Charles W. Thomas, USCG, Long Beach, Calif.: Commander of a Greenland patrol task unit; CO of a Coast Guard ice breaker during the fall of 1944.
- ★ Capt. Aurelius B. Vosseller, USN, Jacksonville, Ill.: Commander of an anti-sub development detachment; April 1943 to March 1944.
- ★ Capt. Richard F. Whitehead, USN, Fall River, Mass.: Support Air Commander, Roi and Namur, Kwajalein Atoll and Eniwetok Atoll.
- ★ Comdr. Jacob M. Boyd, (CEC) USNR, West Palm Beach, Fla.: OinC of a base group on Attu; 19 May to Dec. 1943.

Brazilian Naval Officer Awarded Legion of Merit

In recognition of his services as chief of the Brazilian Naval Mission in Miami, Fla., and as senior Brazilian naval officer in that area from September 1942 to December 1944, Comdr. Harold R. Cox, Brazilian Navy, has been awarded the Legion of Merit (Degree of Officer) by the U. S. Navy. Responsible for receiving and training officers and men to operate vessels turned over to the Brazilian government, Comdr. Cox maintained an excellent spirit of cooperation between the personnel of the U. S. and Brazilian navies.

- ★ Comdr. Clifford M. Campbell, USN, Spokane, Wash.: While attached to U. S. naval aircraft, Southwest Pacific Force, and 7th Fleet; 13 Sept. 1943 to 14 Sept. 1944.
- ★ Comdr. Lawrence A. Cline, (CEC) USNR, Los Angeles, Calif.: OinC, naval construction battalions, regiments and a Kiska landing unit.
- ★ Comdr. John E. Fitzgibbon, USN, Newark, Ohio: Flag secretary to the Commander, South Atlantic Force.
- ★ Comdr. Curtis H. Hutchings, USN, DeLand, Fla.: Commander of a patrol squadron, antisubmarine operations, Moroccan Sea Frontier, 22 Sept. 1943 to 31 May 1944.
- ★ Comdr. David McCampbell, USN, Los Angeles, Calif.: Air group commander attached to the USS *Essex*, Philippines, 11 to 14 Nov. 1944.
- ★ Comdr. Charles M. Noble, (CEC) USNR, Arlington, Va.: OinC of a naval construction battalion, 2d regiment in the Alaskan sector.
- ★ Comdr. (then Lt. Comdr.) Hepburn A. Pearce, USN, Holbrook, Mass.: CO, USS *Edison*, Salerno landing.
- ★ Comdr. Shirley L. Quimby, USNR, New York, N. Y.: Mine warfare officer, Staff of Commander, 7th Fleet; 27 May 1943 to 29 Sept. 1944.
- ★ Comdr. Harold E. Stassen, USNR, St. Paul, Minn.: Assistant chief of staff, administration, and aide and flag secretary on the staff of Commander, 3d Fleet.
- ★ Comdr. Charles E. Weakley, USN, St. Joseph, Mo.: Commander of a destroyer division, CO of a warship, commander of two task groups in the South Atlantic area.
- ★ Comdr. Ralph A. Wilhelm, USNR, Seattle, Wash.: CO of a destroyer transport, Solomon Islands, 1 July to 21 Nov. 1943.
- ★ Lt. Comdr. Harvey M. Andersen, USN, Chicago, Ill.: Salvage officer, invasion of Sicily.
- ★ Lt. Comdr. James W. Darroch, USNR, Albany, Calif.: Salvage officer, invasions of North Africa, Sicily and Italy.
- ★ Lt. Comdr. Clyde W. Jones, USNR, Garden Grove, Calif.: Communications officer at Attu and Kiska.
- ★ Lt. Comdr. Frederick W. Lemly, USNR, Haverford, Pa.: CO, USS *Ward*, Solomon Islands, 13 July to 21 Nov. 1943.
- ★ Lt. Comdr. Roger F. Miller, USNR,

Berkeley, Calif.: CO of a warship in the Atlantic area.

- ★ Lt. Comdr. Ralph H. Moureau, USNR, Brunswick, Ga.: CO of the USS *Strigham*, Solomon Islands, 13 July to 21 Nov. 1943.
- ★ Lt. Comdr. (then Lt.) John B. Mutty, USN, Bangor, Me.: Executive officer of Motor Torpedo Boat Squadron 15, Central Mediterranean, June 1943 to Feb. 1944.
- ★ Lt. Comdr. George W. Pepper, USNR, Philadelphia, Pa.: Air combat intelligence officer afloat, carrier operations in the Pacific.
- ★ Lt. John E. Annitto, (MC) USNR, Jersey City, N. J.: Medical officer, attack group, Salerno.
- ★ Lt. Norman J. Benson, USNR, Kodiak, Alaska: Captain of the port, Kodiak, Attu and Kiska, June 1942 to Dec. 1943.
- ★ Lt. Paul A. Bissinger, USNR, San Francisco, Calif.: Naval task force commander; Sicilian and Italian invasions, Anzio landing.
- ★ Lt. Philip B. Brown, USNR, Dillon, S. C.: Executive officer of the USS *Borie*, June to 15 Nov. 1943.
- ★ Lt. Orlo J. Elliott, USNR, Harrisburg, Pa.: Executive officer of the 1st Beach Battalion; invasion of southern France.
- ★ Lt. William J. Grant, USNR, Waycross, Ga.: Aboard the USS *Cherow*; landings on the west coast of Italy, September 1943.
- ★ Lt. Marion M. Green, (MC) USNR, Stockton, Calif.: Medical officer at Tarawa Atoll, Gilbert Islands, 20 to 24 Nov. 1943.
- ★ Capt. Albert L. Jenson, USMC, San Diego, Calif.: Leader of a Marine regiment on Guam.
- ★ Lt. Louis H. Krauel, (MC) USNR, Cedar Rapids, Iowa: Battalion medical section of the 2d Marine Division on Tarawa, 21 Nov. 1943.
- ★ Lt. William F. Lewis, USN, San Diego, Calif.: CO in charge of salvage operations; Aleutians, February to December 1943.
- ★ Lt. Harold L. Tacker, USNR, Norman, Okla.: OinC of Combat Photography Unit No. 4, Attu, from 11 May 1944.
- ★ Lt. Floyd G. Warrick, (MC) USNR, Glendale, Calif.: Assistant battalion surgeon, and later battalion surgeon on Tarawa; 20 to 24 Nov. 1943.
- ★ Robert C. Wagner, CPhoM, USN, Pensacola, Fla.: Member of a combat photography unit, Attu.
- ★ William R. Hill, PhM1c, USN, Council Bluffs, Iowa: USS *Edgard Rutledge*; French Morocco, 12 November 1942.
- ★ Leon E. George, PhoM1c, USNR, Waterloo, Iowa: Member of a combat photography unit, Attu.



SILVER STAR MEDAL

Gold star in lieu of second award:

- ★ Comdr. William C. Hughes Jr., USN, St. Joseph, Mo.: CO of a destroyer, 15 Aug. 1944.
- ★ Comdr. Vincent A. Sisler, USN, Washington, D. C.: Engineer and diving officer of a submarine, Pacific area.

★ Comdr. William C. Thompson Jr., USN, Dublin, Ga.: Assistant approach officer of a submarine, Pacific area.

First award:

★ Capt. Anton B. Anderson, USN, Montclair, N. J.: Commander of a task unit, Bougainville, 8 Nov. 1943.

★ Capt. (then Comdr.) Henry Plander, USN, Gloucester, Mass.: Commander, Minesweeping Force, Cherbourg, 25 June 1944.

★ Comdr. David H. Bartlett, USCG, Long Beach, Calif.: CO of a patrol frigate, Pacific area.

★ Comdr. Hiram Cassidy, USN, Brookhaven, Miss.: Executive officer, navigator and assistant approach officer of a submarine, Pacific area.

★ Comdr. John F. Davidson, USN, Warren, Pa.: CO of a submarine, Pacific area.

★ Comdr. Joseph H. Gibbons, USNR, Port Washington, N. Y.: Commander of the naval combat demolition units of an assault force, Normandy.

★ Comdr. Thomas H. Henry, USN, Birmingham, Ala.: Torpedo and gunnery officer and torpedo data computer operator of a submarine, Pacific area.

★ Comdr. William C. Hughes Jr., USN, St. Joseph, Mo.: As CO of a destroyer in action off the coast of France, summer of 1944.

★ Comdr. Charles S. Hutchings, USN, Weston, Tex.: CO of the USS *Tillman*, Algeria, 6 Nov. 1943.

★ Comdr. Kenneth P. Letts, USN, Flushing, Mich.: CO of the USS *Forrest*, 24 June 1944.

★ Comdr. John R. Middleton Jr., USN, Rockville Centre, N. Y.: CO of a submarine.

★ Comdr. Richard E. Nichols, USN, Groton, Conn.: Participated in six war patrols of a submarine as diving officer on two, executive officer and assistant approach officer on four, Pacific area.

★ Comdr. (then Lt. Comdr.) Vincent A. Sisler, USN, Washington, D. C.: CO of a submarine.

★ Lt. Comdr. Edward Ackerman, USN, Cincinnati, Ohio: Diving officer and assistant fire control officer on a submarine, Pacific area.

★ Lt. Comdr. Arthur H. Berndtson, USN, Oakland, Calif.: As division leader of a PT boat squadron, New Georgia campaign.

★ Lt. Comdr. Frank A. Bewley, USNR, Mystic, Conn.: Diving officer of a submarine.

★ Lt. Comdr. Murray B. Frazee Jr., USN, Gettysburg, Pa.: Officer of the deck, torpedo, gunnery officer, and torpedo data computer operator on a submarine.

★ Lt. Comdr. John H. Fulweller, USNR, Rose Valley, Pa.: CO of LST 339, Vella Lavella, 12-19 Aug. 1943.

★ Lt. Comdr. William Leide, USNR, Atlanta, Ga.: Commander of an LCT task unit, Normandy invasion.

★ Lt. Comdr. George A. Stanberry, (MC) USNR, Vandalia, Ill.: Battalion medical officer, 2nd Amphibious Tractor Battalion, 2nd Marine Division, Tarawa, 21 to 23 Nov. 1943.

★ Lt. Comdr. Everett E. Weire, USN, San Diego, Calif.: CO of the USS LST 460, Vella Lavella, 12-19 Aug. 1943.

★ Lt. Letson S. Balliett, USNR, Reno, Nev.: Pilot of a torpedo bomber, Atlantic area.

Decorated by Army For Rescue At Sea

The commanding officer of a Coast Guard-manned Army tug and a member of his crew have been decorated by the Commanding General, U. S. Army Services of Supply, for the rescue of 277 survivors of a torpedoed freighter. Lt. Stanley Wilk, USCG, Alameda, Calif., has been awarded the Silver Star Medal and Wilbert D. B. Williams, S2c, USCGR, Lakeland, Fla., the Bronze Star Medal.

On the night of 5 Dec. 1944 Lt. Wilk ordered his ship out of a Pacific convoy to aid the freighter. As member of a life boat detail ordered over the side, Williams was instrumental in returning the survivors safely to the tug. The stricken ship was taken in tow by the tug but attacked again by enemy aircraft. After two unsuccessful attacks a direct hit was scored which sank the towed ship.

★ Lt. Ralph A. Foster, (MC) USNR, Yakima, Wash.: With a Marine raider battalion, Bougainville, 1 Nov. 1943.

★ Lt. Wilma S. Fowler, USNR, Eastland, Tex.: Pilot of a torpedo bomber, Atlantic area.

★ Lt. James R. Gregory, USNR, Indianapolis, Ind.: Commander of an LCT (5) group, New Britain, 26 and 31 Dec. 1943.

★ Lt. William F. Liebenow Jr., USNR, Fredericksburg, Va.: CO, PT boat, Solomons, 23 July, 15-16 Aug. 1943.

★ Lt. James H. Moore, USNR, Pope, Miss.: Beachmaster attached to the USS *President Adams*, Bougainville, 1 Nov. 1943.

★ Lt. Robert S. Nelson, USNR, Great Falls, Mont.: Participated in flights in the Marianas, 20-21 June 1944.

★ Lt. Dale R. Parker, USNR, Mineral, Calif. (posthumously): Pilot of an observation plane, Marianas, 15 June to 20 July 1944.

★ Lt. Phil Perabo Jr., USNR, Tupelo, Miss.: Pilot of a fighter plane, Atlantic area.

★ Lt. Michael R. Pessolano, USN, Philadelphia, Pa.: CO, PT boat, Solomons, 13-14 Nov. 1943.

★ Lt. Arnold G. Plemons, USN, Yakima, Wash.: Torpedo data computer operator of a submarine.

★ Lt. William C. Roy Jr., USN, Fort Wayne, Ind. (missing in action): Plotting officer of a submarine.

★ Lt. Robert E. Schneider, USNR, Philadelphia, Pa.: CO of a PT boat, Solomons, 5 July 1943.

★ Lt. Virgil D. Shepard, (MC) USNR, Rochester, Minn.: Surgeon, C Company, 3rd Medical Battalion, 3rd Marine Division, Solomons, 1 to 26 Nov. 1943.

★ Lt. Carthel H. Smith Jr., USN, Prestonsburg, Ky. (missing in action): Diving officer of a submarine.

★ Lt. Sidney J. Smith Jr., USNR, Halsey, Ore.: Boat division and group commander, Tulagi, Guadalcanal, Rendova Island, Northern Empress Augusta Bay areas, 7 Aug. 1942 to 19 Nov. 1943.

★ Lt. Jesse H. Stewart, USNR, Arkansas City, Kans. (missing in action): Officer of the deck of a submarine.

★ Lt. Leopold R. Tilburne, USNR, New York, N. Y.: Assistant approach officer and navigator of a submarine.

★ Lt. Eric W. White, USN, Great Lakes, Ill.: CO of the LST 396, Vella Lavella, 19 Aug. 1943.

★ Lt. (jg) John R. Bertrand, USNR, White Deer, Tex.: Submarine activities, Pacific area.

★ Lt. (jg) Thomas W. E. Bowdler, USNR, Passaic, N. J.: Diving officer of a submarine.

★ Lt. (jg) Howard E. Clark, USN, New London, Conn.: Torpedo data computer operator of a submarine, Pacific area.

★ Lt. (jg) Howard Freyensee, USNR, Sandusky, Ohio: Commander, support wave of landing craft, Italian invasion.

★ Lt. (jg) Alan J. Grobecker, USNR, Pasadena, Calif.: Scout officer attached to the USS *James O'Hara*, Italian invasion.

★ Lt. (jg) Laurie W. Higgins, (MC) USNR, San Diego, Calif.: 1st Marine Division, Cape Gloucester, 8 Jan. 1944.

★ Lt. (jg) Morris B. Hogg, USNR, Coronado, Calif.: Boat group commander attached to the USS *James O'Hara*, Italian invasion.

★ Lt. (jg) Henry B. King, USNR, New York, N. Y.: Gunnery officer of a tank landing ship, Solomons, 15 and 21 Aug. 1943.

★ Lt. (jg) Henry W. Noel, USNR, Greeneville, Tenn.: Scout boat officer, Sicily, Italy and Anzio landings.

★ Lt. (jg) Daniel J. Raftis Jr., USNR, Oelwein, Iowa (posthumously): Support boat officer attached to the USS *Oberon*, Italian invasion.

★ Lt. (jg) Albert P. Thomas, USNR, Newton, Miss.: With the 3rd Battalion, 8th Marines, 2nd Marine Division; Tarawa, 20 Nov. 1943.

★ Ens. Thomas D. Nixon, USNR, Texarkana, Ark. (posthumously): Member of an underwater demolition team, Guam invasion.

★ Ens. (then Cox.) C. B. Lilly, USCGR, San Antonio, Tex.: Attached to the USS *Joseph T. Dickman* during the assault on Salerno.

★ Boatswain Kurt R. Groote, USN, Walpole, Mass.: USS *Aroostook*, Italy, 2 Dec. 1943.

★ Lester W. Bayles, CEM, USN, Los Angeles, Calif.: In charge of the electrical department in a submarine.

★ Guy H. Boos, CTMM, USN, Gol-



(See Page 65)

SILVER STAR MEDAL cont.

cunda, Ill.: Chief of the boat of a submarine.

★ John C. Gray Jr, CRT, USNR, Brentwood, Md.: Radio technician of a submarine.

★ Paul E. Hazucha, CMO, USN, Rockland Lake, N. Y.: Chief of the boat of a submarine.

★ Dale D. Huffman, CCM, USN, Jefferson, Iowa: Aboard a seaplane tender, South Pacific, 16-17 July 1943.

★ Don T. King, CBM, USN, Humboldt, Tenn.: Aboard the USS *Arcturus*; Italian invasion.

★ David M. McLane, CEM, USN, Los Angeles, Calif.: In charge of the electrical department in a submarine.

★ William B. Sedor, CBM, USN, Binghamton, N. Y.: Aboard a seaplane tender, South Pacific area, 16-17 July 1943.

★ William L. Stanford, CSF, USN, New York, N. Y.: Attached to the USS *Savannah*, Italian invasion.

★ Leonard E. Taylor, CTMM, USN, Wapato, Wash.: In charge of the forward torpedo room of a submarine.

★ David E. Thomas, CBM, USN, Fort Smith, Ark.: Petty officer in charge of a repair party aboard a tank landing ship, New Guinea, 4 Sept. 1943.

★ Robert A. Black Jr., QM1c, USNR, Ridgewood, N. J. (missing in action): Member of a special reconnaissance detachment, South Pacific area, 11 July to 18 Aug. 1944.

★ John W. Capewell, MM1c, USNR, Los Angeles, Calif.: Attached to the USS *Savannah*, Italian invasion.

★ Clifford L. Chapman, BM1c, USNR, East Pepperell, Mass.: Attached to *LST 383*, assault on the west coast of Italy.

★ Raymond H. Griffin, SF1c, USNR, Buffalo, N. Y.: Aboard the USS *Savannah*, Salerno.

★ Aaron P. Hathaway, BM1c, USN, Sappho, Wash.: Coxswain of a landing craft, Treasury Islands, 27 Oct. 1943.

★ Carl E. Hull, CM1c, USNR, San Pedro, Calif.: With a naval construction battalion, Bougainville, 7 Dec. 1943.

★ Carl E. Klinger, SF1c, USN, St. Paul, Minn.: Attached to the USS *Savannah*, Salerno.

★ Abraham La Croix, PhM1c, USNR, Lodi, N. J., (posthumously): In charge of a medical station, Normandy invasion.

★ Paul H. Lewis, SF1c, USN, Oakdale, Calif.: Attached to the USS *Savannah*, Salerno.

★ David F. Light, BM1c, USN, Brazos, Tex.: Attached to the USS *Samuel Chase*, coxswain of a landing craft, Sicily.

★ Charles S. Maloney, MoMM1c, USNR, Marina, Calif.: Member of a salvage boat crew aboard the USS *Arcturus*, Salerno.

★ Kermit K. Osborne, BM1c, USN, Metuchen, N. J.: Aboard the USS *Samuel Chase*, Italian invasion.

★ Frank J. Pierowicz, EM1c, USNR, Buffalo, N. Y.: Aboard the USS *LCI(L) 70*, South Pacific area, 5 Nov. 1943.

★ Patrick M. Rogers, RM1c, USN, New York, N. Y.: Aboard a motor torpedo boat, Solomon islands area, 13-14 Nov. 1943.

Coast Guard Officer Wins French Decoration

The French Croix de Guerre with silver star has been awarded to Comdr. Lance J. Kirstine, USCG, Seattle, Wash., by Rear Admiral Andre G. Lemonnier, General Chief of Staff of the Navy and Commander Naval and Naval Air Forces of the French Admiralty. During the Normandy invasion Comdr. Kirstine led LSTs to the designated beaches and carried out landings in spite of violent enemy gunfire.

★ Lowell E. Smith, MoMM1c, USNR, Arrington, Kans.: Aboard the USS *LCI(L) 70*, South Pacific area, 5 Nov. 1943.

★ Alton M. Smouse, PhM1c, USNR, Los Angeles, Calif.: Served with Company E, 2nd Battalion, 1st Marine Division, Fleet Marine Force, Cape Gloucester, 26 Dec. 1943 to 28 Jan. 1944.

★ Robert B. Stubbs, PhM1c, USNR, Massena, N. Y.: Served with a Marine force on Bougainville, 7 Nov. 1943.

★ Aurelio Tassone, MM1c, USNR, Milford, Mass.: Served with a naval construction battalion, Treasury islands, 27 Oct. 1943.

★ Arthur A. Arnold, BM2c, USCG, Alexandria, Va.: Coxswain of a landing boat, Sicily.

★ Earl H. Byam, BM2c, USNR, West Vinton, Iowa: Aboard the USS *Savannah*, Salerno.

★ Edwin W. Cole Jr., Sk2c, USN, Stamford, Conn.: Member of the boat crew of the USS *LST 375*, west coast of Italy, 9 Sept. 1943.

★ Ernest W. Johnson Jr., MoMM2c, USNR, Fort Worth, Tex.: Engineer of an LCM from an attack cargo ship, Baanga Island, New Georgia, 12 Aug. 1943.

★ John E. Kohn, SF2c, USN, Minneapolis, Minn.: Aboard the USS *Savannah*, Salerno.

★ Leo F. Lomski, BM2c, USNR, Aberdeen, Wash.: Coxswain of a landing craft, Vella Lavella, 3 Oct. 1943.

★ Richard J. O'Neill, MoMM2c, USNR, Brooklyn, N.Y.: Aboard a motor torpedo boat, Solomon Islands, 5 July 1943.

★ Francis W. Poss, PhM2c, USNR, Durango, Colo.: Attached to the Headquarters Co., 3rd Battalion, 21st Marines, 3rd Marine Division, Bougainville, 12 Dec. 1943.

★ Frank M. Reid Jr., PhM2c, USNR, Haigler, Neb.: With a Marine force, Bougainville, 7 Nov. 1943.

★ Joseph J. Siracusa, SM2c, USNR, Newark, N. J.: Boat crew, USS *LST 376*, Italian invasion.

★ Ray O. Summers, CM2c, USNR, Warsaw, Ind.: Aboard the USS *Savannah*, Salerno.

★ Ernest P. Verdon, PhM2c, USN, Chicago, Ill. (posthumously): Normandy invasion.

★ Herman F. Blue, Sk3c, USNR, Dunn, S. C.: Aboard the USS *Savannah*, Salerno.

★ Jack K. Huggins, Cox., USNR, Muskogee, Okla.: Member of the crew of an LCM from an attack cargo ship,

Baanga Island, New Georgia, 12 Aug. 1943.

★ Lacy Lowry, SF3c, USN, Texarkana, Tex.: Member of the crew of an LCM from an attack cargo ship, Baanga Island, New Georgia, 12 Aug. 1943.

★ Carlton C. Small, Cox., USNR, Miami, Fla.: Member of the crew of a flank support boat attached to the USS *Oberon*, west coast of Italy, September 1943.

★ John V. Swigon, SF3c, USNR, Gary, Ind.: Aboard the USS *Savannah*, Salerno.

★ Robert G. Ward, Cox., USCG, Bridgeport, Conn.: Coxswain of a landing craft from the USS *Joseph T. Dickman*, Normandy invasion.

★ Edward J. Haas, S1c, USN, West New York, N. J. (posthumously): Gunner of a 20-mm. gun aboard the USS *Birmingham*, Solomon Islands, 8-9 Nov. 1943.

★ Kenneth K. McKenzie, S1c, USN, Fort Mill, S.C. (posthumously): Member of the beach party, Saipan, 15 June 1944.

★ Roy C. Rogers, S1c, USNR, Oakley, Kans. (missing in action): Aboard the USS *Nelson*, Sicily, 1 Aug. 1943.

★ Leo C. Saylor, F1c, USNR, Aberdeen, S. D.: Gunner of a landing craft, Treasury Islands, 27 Oct. 1943.

★ Virgil W. Whittaker, F1c, USNR, Laramie, Wyo.: Member of a working party assigned to LST unloading operations, Bougainville, 23 Nov. 1943.



DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ Lt. Robert P. Williams, USNR, Snoqualmie, Wash.: Pilot of a torpedo bomber, Atlantic area.

Gold star in lieu of second award:

★ Lt. Junior C. Forney, USNR, Newton, Kans.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. Wilma S. Fowler, USNR, Eastland, Tex.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. Norman D. Hodson, USN, San Bernardino, Calif.: Pilot of a Navy fighter plane, Atlantic Area.

★ Lt. Bert De Wayne Morris Jr., USNR, N. Hollywood, Calif.: Pilot, carrier-based fighter, Central Philippines, 12 Sept. 1944.

★ Lt. Robert P. Williams, USNR, Snoqualmie, Wash.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. (jg) John M. Leonard Jr., USN, Chicago, Ill.: Second pilot of a bomber plane, Atlantic Area.

First award:

★ Comdr. Howard M. Avery, USN, Rancho Santa Fe, Calif.: Pilot of a torpedo bomber attached to a USS *Cord* air group, Atlantic area.

★ Comdr. Howell J. Dyson, USN, Dry Prong, La.: CO photographic squadron, South Pacific, 27 April to 21 Nov. 1943.

★ Comdr. Harry E. Sears, USN, Beverly, Mass.: Plane Commander of a patrol bomber, Solomon Islands, 26 Aug. to 4 Nov. 1943.

★ Lt. Comdr. Harry B. Bass, USN, Beaumont, Tex. (posthumously): CO

Fighter Squadron 74, USS *Kabarr Bay*, invasion Southern France.

★ Lt. Comdr. George E. Garcia, USN (Ret), Visalia, Calif.: While executive officer and CO of a patrol squadron, South Pacific Area, 27 May to 15 Dec. 1943.

★ Lt. Comdr. Carl B. A. Holmstrom, USN, Arlington, Wash. (missing in action): Pilot of carrier-based scout bomber, Bonin Islands, 5 Aug. 1944.

★ Lt. Comdr. Harold A. Sommer, USN, Pensacola, Fla.: Commander of a Catalina patrol plane conducting a special mission, 2 May 1944.

★ Lt. Comdr. (then Lt.) Charles R. Stapler, USN, Wash., D. C.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. William H. Armstrong, USNR, Norwich, Conn.: Pilot of fighter plane, Solomons, September 1943 to January 1944.

★ Lt. Letson S. Balliett, USNR, Reno, Nev.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. Arthur J. Baranowski, USNR, Milwaukee, Wis.: Pilot in Fighting Squadron 40, Solomons, September 1943 to January 1944.

★ Lt. Milton J. Bonar, USNR, Akron, Ohio (missing in action): Pilot of an SB2c-3, Bombing Squadron 13, Bonins, 4 July 1944.

★ Lt. James A. Brakefield, USNR, Everts, Ky.: Pilot of torpedo bomber, Torpedo Squadron 27, Solomons, 11 March to 25 April, 26 June to 5 Aug. 1943.

★ Lt. Milton R. Cheverton, USNR, San Marino, Calif.: Patrol plane commander, Bougainville, 24 Nov. 1943.

★ Lt. William A. Felter, USNR, Port Huron, Mich.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. Ed M. Green, USNR, Union City, Ga.: Pilot, fighter plane, Solomons, February to March 1943, August 1943 to January 1944.

★ Lt. Stewart B. Holt, USNR, Norfolk, Va.: Pilot of a torpedo bomber, Atlantic Area.

★ Lt. William E. Jones, USN, Pacific Beach, Calif.: Co-pilot, patrol plane, Atlantic Area.

★ Lt. Donald Michie, USNR, Montevideo, Minn.: Pilot, Fighter Squadron 40, Solomons, September 1943 to January 1944.

★ Lt. Frank D. Milner, USNR, Springfield, Mo.: Pilot of fighter plane, Solomons, August 1943 to January 1944.

★ Lt. Robert S. Nelson, USNR, Great Falls, Mont.: While participating in an aerial attack, Truk Atoll, 17 Feb. 1944.

★ Lt. Martin G. O'Neill, USNR, Jersey City, N. J.: Pilot, fighter plane, Atlantic Area.

★ Lt. Thomas M. Purcell Jr., USNR, Cochran, Ga.: Pilot, fighter plane, Solomons, October 1943 to January 1944.

★ Lt. Robert F. Stoner, USNR, Aurora, Ill. (posthumously): Pilot, Composite Squadron 11, Tinian, 24-30 July 1944.

★ Lt. (jg) Anton E. Anderson, USNR, Northfield, Minn. (missing): Commander, heavy bomber, Solomons, 7 Oct. to 22 Nov. 1943.

★ Lt. (jg) William N. Arbuckle, USN, Hobart, Okla. (missing in action): Pilot, carrier-based fighter-bomber, invasion Southern France.

★ Lt. (jg) Robert B. Carlson, USNR,

Beaver Falls, Pa.: Pilot, Fighter Squadron 40, Solomons, September 1943 to January 1944.

★ Lt. (jg) Jack L. Fruin, USNR, Elmhurst, Ill.: Pilot, fighter plane, Solomons, September 1943 to January 1944.

★ Lt. (jg) William D. Gordon Jr., USNR, Philadelphia, Pa.: Pilot, torpedo bomber.

★ Lt. (jg) Joseph D. Horn, USNR, Long Beach, Calif.: Pilot, fighter plane, Atlantic Area.

★ Lt. (jg) David C. Hunicke, USNR, San Francisco, Calif. (posthumously): Pilot, carrier-based scout bomber, Bonins, 4 July 1944.

★ Lt. (jg) Thomas B. Logan, USNR, Dallas, Tex.: Pilot, fighter plane, Solomons, September 1943 to January 1944.

★ Ens. Joseph H. Dougherty, USNR, Mt. Carmel, Ill. (missing in action): Pilot, carrier-based fighter, Volcanoes, 4 July 1944.

★ Hale D. Fisher, AMM1c, USNR, Ferndale, Mich. (posthumously): Crew member, Liberator bomber, Caroline Islands.

★ Jerry T. Williams, ARM1c, USN, Miami, Fla. (missing): Radio and radar operator in plane of Commander torpedo squadron, Central and South-west Pacific, January to June 1944.



NAVY AND MARINE CORPS MEDAL

First award:

★ Lt. Comdr. Warren C. Boles, USNR, Marblehead, Mass.: USS *Helena*; Solomons Islands, 5-6 July 1943.

★ Lt. Comdr. Walter L. Chewing, USNR, Cynwid, Pa.: Aircraft carrier, 10 Nov. 1943.

★ Lt. Comdr. Walter A. Hall Jr., USN, Long Beach, Calif.: USS *Quincy*, Solomons Islands, August 1942.

★ Lt. Thomas E. Bailly Jr., (MC) USNR, San Francisco, Calif.: Tutuila, Samoa, 22 July 1943.

★ Lt. James P. Drake, USNR, Oklahoma City, Okla.: USS *Turner*, Atlantic area, 3 Jan. 1944.

★ Lt. Burdette W. Launtz, USNR, Portland, Ore.: West Loch, Pearl Harbor, 21 May 1944.

★ Lt. Francis J. Leonard, USN, Honolulu, T. H.: LST, Vella Lavella, Solomons Islands, 1 Oct. 1943.

★ Lt. Richard F. Olsen, USNR, Scarsdale, N. Y.: USS *YMS 304*, 30 July 1944.

★ Lt. Lester E. Shiffe, USN, Seattle, Wash.: LST, Vella Lavella, 1 Oct. 1943.

★ Lt. Philip G. Unhoch, USNR, Brooklyn, N. Y. (missing in action): While patrol plane commander, PBM-3D aircraft, typhoon in Kessel Passage, Palau, 7 Nov. 1944.

★ Lt. James L. Wetzel, USNR, Pittsburgh, Pa.: Amphibious Training Base, Fort Pierce, Fla., 10 Feb. 1944.

★ Lt. (jg) Gordon S. Brown, USNR, Tacoma, Wash.: USS *LCI(L) 209*, 26 Jan. 1944.

★ Lt. (jg) Hariston R. Carroll, USNR, Rolling Fork, Miss.: Bomb disposal officer, Kiska, Attu.

★ Lt. (jg) Peter J. Gregonis, USN,

San Diego, Calif.: USS *Courage*, 18 Jan. 1944.

★ Ens. Arlie C. Bingham, USN, Point Loma, Calif.: Transport, Bougainville, 12 Jan. 1944.

★ Ens. Charles F. Thrasher, USNR, Douglas, Ariz.: Crew member, patrol plane, Guadalcanal, 25 Dec. 1943.

★ Carpenter Guy L. Frutia, USN, Portland, Me.: USS *LCI(L) 606*, Manus Island, Admiralties, 15 Oct. 1944.

★ Emra F. Castle Jr., CMoMM, USN, Fort Smith, Ark.: Seaplane tender, South Pacific area, 16-17 July 1943.

★ Frank T. Chenelle, CBM, USNR, San Diego, Calif.: CPO in charge, yard oiler, New Hebrides, 11 Oct. 1943.

★ Henry M. Kirschman, CMoMM, USNR, Steelton, Pa.: USS *Charles Carroll*, Normandy invasion.

★ Alagran H. Nordgram, ACEM, USN, Salt Lake City, Utah: Aboard seaplane tender, South Pacific area, 16-17 July 1943.

★ James D. Murray, CBM, USNR, San Pedro, Calif. (posthumously): SS *Mary Bickerdyle*, Pacific area.

★ Jerome T. Read, CBM, USN, Seattle, Wash.: Destroyer escort.

★ Ernest Wells, CBM, USN, Anco, Ky.: Coxswain, motor whaleboat, Atlantic, 3 Jan. 1944.

★ Walter W. Brom, SM1c, USN, Calmar, Iowa (posthumously): USS *Truxton*, Newfoundland, 18 Feb. 1942.

★ Harold W. Foley, GM1c, USNR, Dobbs Ferry, N. Y.: Solomon Islands, 14 Dec. 1943.

★ James J. Garmy, RT1c, USNR, Canton, Ohio: USS *Savannah*, Italian invasion.

★ Roy H. Knudsen, MoMM1c, USNR, Atlantic, Iowa: Seaplane tender, South Pacific area, 16-17 July 1943.

★ James G. Layton, PhM1c, USN, Roston, Tex.: USS *Helena*, Solomons group, 5-6 July 1943.

★ James Liles, SM1c, USN, Palacios, Tex.: USS *Biscayne*, Italian invasion.

★ Lloyd G. Miller, MM1c, USN, Moffett, Okla.: USS *Helena*, Solomons Islands area, 5-6 July 1943.

★ James Murphy, SF1c, USNR, Cincinnati, Ohio: Naval salvage force, Sicily, July 1943.

★ John A. Sipay, BM1c, USN, Shelton, Conn.: USS *Chevalier*, Solomons Islands, 6 Oct. 1943.

★ Dewey Stanish, MoMM1c, USNR, Youngstown, Ohio: USS *LCT 377*, Italian invasion.

★ Elmer W. Studley, CM1c, USNR,



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NAVY & MARINE CORPS MEDAL cont.

Waquoit, Mass.: Naval salvage force, Sicily.

★ John W. Webb, MoMM1c, USNR, Lexington, Ky.: Naval salvage force, Sicily, July 1943.

★ Pearson B. Adams Jr., MoMM2c, USNR, Sutton, W. Va.: USS *LCT 125*, Italian invasion.

★ James M. Amos Jr., MoMM2c, USNR, Orla, Mo.: USS *Biscayne*, Italian invasion.

★ George J. Banchemo, MoMM2c, USNR, San Jose, Calif.: USS *Flier*, when that vessel was grounded.

★ Harry R. Bennett, MoMM2c, USNR, Lowell, Mass.: PT 168, Solomon Islands, 9 Sept. 1943.

★ Carl E. Cochran, BM2c, USNR, Walla Walla, Wash.: USS *LCT 125*, Italian invasion.

★ Henry N. Eikmeier, GM2c, USNR, St. Cloud, Minn.: USS *LCT 375*, Italian invasion.

★ Byron R. Ford, SM2c, USNR, Ocean Grove, Mass.: Member U. S. Armed Guard, ss *Walter Reed*, 21 Sept. 1944.

★ Alton S. Hoxie, SC2c, USNR, Wakefield, R. I.: USS *LCT 125*, Italian invasion.

★ Robert W. Kramer Jr., BM2c, USNR, Wilmington, Del.: USS *LCT 125*, Italian invasion.

★ James D. McPhee, SC2c, USNR, Duluth, Minn.: Warship; Atlantic area, 21 Dec. 1943.

★ Richard A. Olson, TM2c, USNR, South Gate, Calif.: Solomon Islands, 14 Dec. 1943.

★ Jeremiah McCarthy, BM2c, USNR, Brooklyn, N. Y.: Warship, Pacific area, 24 Oct. 1944.

★ James A. Palmer, SF2c, USNR, Norfolk, Va.: Salvage force, Sicily, July 1943.

★ William R. Smith, MoMM2c, USNR, Port Arthur, Tex.: USS *Biscayne*, Italian invasion.

★ William F. Stephens, CM2c, USNR, Emeryville, Calif.: USS *Biscayne*, Italian invasion.

★ John J. Walker, ARM2c, USNR, Winfield, Ala.: Navy patrol plane; Koli Point, Guadalcanal, 25 Dec. 1943.

★ James S. Brewer, PhM3c, USNR, Poca, W. Va.: Member of beach battalion, Normandy invasion.

★ Charles J. Christel, Cox., USN, Chicago, Ill.: Invasion of Italy.

★ Charles J. Clark, RT3c, USNR, Covington, Ohio: USS *Savannah*, Salerno.

★ Joseph Costa, RM3c, USNR, Fall River, Mass.: USS *Savannah*, Salerno.

★ Lawrence F. Flanagan, ARM3c, USNR, St. Louis, Mo. (missing): Rescue pilot, Bonins, 15 June 1944.

★ Arthur G. Hay, QM3c, USNR, Boston, Mass.: USS *LCT 33*, invasion of southern France.

★ Walter J. Karalunas, Ex-CM3c, USNR, Shenandoah, Pa.: Naval construction battalion, Solomon Islands area, 1 Nov. 1943.

★ George W. Lute, Cox., USNR, Halethorpe, Md.: Landing boat; Empress Augusta Bay, Bougainville, 12 Jan. 1944.

★ John Marra, SM3c, USNR, Providence, R. I.: USS *LST 377*, Salerno, 14-15 Sept. 1943.

★ George A. Moulton, Bkr3c, USNR, Los Angeles, Calif.: South Pacific.

★ Harley A. Overdier, Ex-MoMM3c,

USNR, Rock Island, Ill.: USS *LCT(6) 777*, invasion of Normandy.

★ Haywood L. Wood, PhM3c, USN, Wayne City, Ill.: Solomons area, 5 Sept. 1943.

★ Ervin W. Bender, Slc, USN, Ashley, N. D.: USS *LCT 125*, Salerno.

★ George E. Betz, Slc, USCGR, Sea Bright, N. J.: Coxswain, *LCVP 4*, Normandy invasion.

★ Donald C. Fuchs, Slc, USNR, Massillon, Ohio: Naval construction battalion; Solomon Islands area, 1 Nov. 1943.

★ Raymond R. Kolczynski, Slc, USNR, South Bend, Ind. (posthumously): ss *Jean Nicolet*, Indian Ocean.

★ James H. Lowes, Slc, USNR, Niagara Falls, N. Y.: USS *Savannah*, Salerno.

★ Wendell M. Vaughn, Slc, USNR, Trail, Ore.: Member of a naval combat demolition unit, Normandy invasion.

★ Bill M. McGinnis, AS, USNR, Charlotte, N. C. (posthumously): USS *Pollux*, Newfoundland.



BRONZE STAR MEDAL

Gold star in lieu of second award:

★ Capt. Harold R. Holcomb, USN, Berkeley, Calif.: Commander, destroyer squadron, 6 April 1943 to 3 Sept. 1943.

★ Comdr. Lawrence B. Cook, USN, Nashua, N. H.: CO, close-in fire support ship, Pacific area, 15 June to 2 Aug. 1944.

★ Comdr. Raymond T. McElligott, USCG, Staten Island, N. Y.: CO, transport, Pacific area, January to June 1944.

★ Capt. Everett W. Abdill, USN, Palmyra, N. J. (posthumously): CO, transport, Saipan invasion, 15-23 June 1944.

★ Col. Evans O. Ames, USMC, Coronado, Calif.: CO of the 21st Marines, 3rd Marine Division, Reinforced, Bougainville, Solomon Islands.

★ Capt. Charles J. Cater, USN, Aniston, Ala.: Commander, destroyer squadron, Central Mediterranean, 6-7 Nov. 1943.

★ Col. Edward A. Craig, USMC, San Antonio, Tex.: CO 9th Marines, 3rd Marine Division, Reinforced; Bougainville, Solomon Islands.

★ Capt. Vincent Hernandez, (MC) USN, Washington, D. C.: Force medical officer, staff of Commander Air Force, Atlantic Fleet; June 1943 to January 1945.

★ Capt. (then Comdr.) Harold C. Moore, USCG, Greenport, N. Y.: CO, USS *Duane*, invasion of southern France.

★ Capt. William A. Read, USNR, Rye, N. Y.: Awards officer, staff of Commander, Carrier Task Force, Marianas, Caroline, Bonin, Halmahera, Philippine and Formosa Islands, June through October 1944.

★ Capt. Robert H. Smith, USN, Rocky Mount, N. C. (posthumously): CO, submarine tender, 1 May 1942 to 13 Jan. 1943.

★ Comdr. Lawrence B. Cook, USN,

Nashua, N. H.: CO, U. S. ship, Pacific area.

★ Comdr. Ian C. Eddy, USN, New London, Conn.: CO of a vessel during a war patrol in enemy-controlled waters.

★ Comdr. Julian S. Hatcher Jr., USN, Annapolis, Md.: Force radio material officer, staff of Commander Service Force, Atlantic Fleet, August 1942 to January 1945.

★ Comdr. Oscar L. Odale, USNR, Long Beach, Calif.: Commander support aircraft, amphibious group, Palau Islands, July to October 1944.

★ Comdr. Walter S. Sargent, USNR, Quincy, Mass.: Executive officer, USS *Arkansas*, Normandy invasion.

★ Comdr. Edward J. Sweeney, USNR, Cohasset, Mass.: CO, attack transport, amphibious assault, Pacific area, 15-24 June 1944.

★ Comdr. William C. Thompson Jr., USN, Dublin, Ga.: CO of vessel in enemy-controlled waters.

★ Comdr. Donald F. Weiss, USN, Muthen, Mass.: CO, submarine during war patrol.

★ Comdr. Henry G. Williams, USN, Norfolk, Va.: CO USS *Salen*, invasion of Sicily.

★ Lt. Comdr. Martin D. Berg, USCG, Medford, Mass.: Assistant communications officer, invasion of southern France.

★ Lt. Comdr. Sigmund A. Bobczynski, USN, Lansing, Mich.: Assistant approach officer on a submarine.

★ Lt. Comdr. Davis Cone, USN, Norristown, Pa.: Assistant approach officer on a submarine.

★ Lt. Comdr. Louis E. Hart Jr., USNR, Pasadena, Calif.: Commander, gun-fire support, Normandy invasion.

★ Lt. Comdr. Thomas H. Kelly, USCGR, Nantucket, Mass.: CO, USS *LST 170*, *LST 202*, Cape Gloucester, 26 Dec. 1943; Admiralty Islands, 10 March 1944; Humboldt Bay, 23 April 1944; Biak Island, 28 May 1944; Cape Sansapor, 31 July 1944; Morotai Island, 18 Sept. 1944.

★ Lt. Comdr. Everett R. Smith, USNR, Los Angeles, Calif.: Assistant operations officer, staff of Commander Service Force, Pacific Fleet, March 1943 to January 1945.

★ Lt. Comdr. Alexander H. Steward Jr., USCGR, Mamaroneck, N. Y.: CO, US Coast Guard flotilla, Normandy invasion.

★ Lt. Robert C. Coe, USNR, Seattle, Wash.: Executive officer, Atlantic fleet destroyer escort.

★ Lt. Stanley J. Cowin Jr., USN, Madawaska, Me.: Diving officer, submarine.

★ Lt. John H. Craven, (ChC) USNR, Long Beach, Calif.: Chaplain, Marine artillery regiment, Saipan.

★ Lt. Harry H. Cropper, USNR, Ocean City, Md.: Air combat intelligence officer, carrier-based fighter squadron, 24-26 Oct. 1944.

★ Lt. Stephan F. Derkach, (MC) USNR, Glen Rogers, W. Va.: Medical officer, Normandy invasion.

★ Lt. Bennet H. Eskensen, USNR, Westfield, N. J.: Invasion of southern France.

★ Lt. Joseph M. Foley, (MC) USNR, Dorchester, Mass.: Medical officer, Normandy invasion.

★ Lt. Frederick C. Gevalt Jr., (MC)

USNR, West Roxbury, Mass.: Medical officer, Normandy invasion.

★ Lt. Clyde S. Horner, USN, Townsend, Mont.: CO, USS *Apache*, 18 July 1944.

★ Lt. Charles S. Jacobs, USNR, Baltimore, Md.: Naval combat demolition officer, invasion of southern France.

★ Lt. Earl B. Johnson, USN, Greensboro, Ala.: Aboard a submarine.

★ Lt. John M. Joseph, USCG, North Turro, Mass.: Naval liaison loading officer, invasion of southern France.

★ Lt. Joseph E. Kearney, USNR, Little Rock, Ark.: Diving officer of a submarine.

★ Lt. Edward L. Leahy Jr., USNR, Bristol, R. I. (missing in action): Assistant approach officer, submarine, 6th war patrol.

★ Lt. Emmett T. Michaels, (ChC) USNR, Portage, Pa.: Chaplain, infantry battalion, Saipan.

★ Lt. Melvin C. Phillips, USNR, Moretown, Vt. (missing in action): Torpedo data computer operator in a submarine.

★ Lt. Ernest V. Reynolds, (MC) USNR, Barre, Vt.: Senior medical officer, Normandy invasion.

★ Lt. John H. Sembower, USNR, Douglaston, N. Y.: Staff, Commander, Motor Torpedo Boat Squadrons, 7th fleet, July 1943 to February 1944.

★ Lt. Robert M. Smith, (MC) USNR, Louisville, Ky.: Medical officer, Normandy invasion.

★ Lt. Lawrence B. Sperry, USNR, Grosse Pointe, Mich.: Diving officer, submarine.

★ Lt. Charles W. Styer Jr., USN, New London, Conn.: Assistant approach officer, submarine.

★ Lt. Jesse J. Wimp, (MC) USNR, Kirksville, Mo.: Medical officer, Marine battalion, Empress Augusta Bay Area, Bougainville, Solomon Islands, 7 Nov. 1943 to 20 Jan. 1944.

★ Lt. (jg) William D. Bowden, USNR, Ishpeming, Mich.: Gunnery officer and communications officer, Rendova, New Georgia, Vella Lavella, Bougainville, Green and Guam Islands.

★ Lt. (jg) Elliott F. Elam, USNR, Prospect, Va.: Bomb disposal officer, advanced airfield; New Georgia, Solomons, 9 Aug. 1943 to 18 Jan. 1944.

★ Lt. (jg) Clarence P. Hoover, USN, Columbia City, Ind.: Officer in charge, forward torpedo room, submarine.

★ Lt. (jg) Robert O. Littlejohn, USNR, Denver, Colo. (missing in action): Officer in charge of equipment, submarine.

★ Lt. (jg) Franklin H. McKelvey, USNR, Champaign, Ill. (missing in action): Plotting officer, submarine.

★ Lt. (jg) Adfur E. Maines, USNR, Kenmore, N. Y. (posthumously): CO, USS *YMS 30*, advanced landings, Anzio-Nettuno Area.

★ Lt. (jg) Harry E. Morgan Jr., USNR, Longvie, Wash.: Bomb disposal officer, Franco-Italian Riviera, October 1944.

★ Lt. (jg) Edward R. Tharp, USCG, Shamokin, Pa.: Assistant boat group commander aboard the USS *Samuel Chase*, Normandy invasion.

★ Ens. Henry C. Miller, USN, Hollywood, Calif.: Crew member of a submarine in enemy infested waters.

★ Ens. Curtis C. Norbeck, USNR,

Sugar Grove, Pa.: Gunfire liaison officer, Normandy invasion.

★ Ens. John H. Parks, USN, Bristol, N. H.: Officer of the deck of a submarine.

★ Chief Machinist William R. Ziel, USN, New Britain, Conn.: Crew member of a submarine.

★ Torpedoman Emil A. Gaetana, USN, Seattle, Wash.: Chief of the boat of a submarine.

★ Machinist Augustus E. Terry, USNR, Endwell, N. Y.: In charge of the after engine room of a submarine.

★ Boatswain Charles E. Wilber, USN, Portsmouth, Va.: Attached to Salvage Landing Craft, Mechanized Group 1, Normandy invasion.

★ William J. Brooks, CMoMM, USN, Nashua, N. H. (missing in action): Hydraulic manifold operator on the USS *Flier*.

★ William J. Cheek, CMoMM, USN, Birmingham, Ala.: Member of the crew of a submarine.

★ Reginald E. Doyle, CEM, USNR, Glendale Calif.: In charge of the electrical department of a submarine, Pacific area.

★ Kenneth H. Gainer, CMoMM, USN, Parkersburg, W. Va.: Crew member of a submarine.

★ David E. Gebhart, CMoMM, USN, St. Joseph, Mo.: Crew member aboard a submarine.

★ Emmett Grounds, CSF, USN, Powellton, W. Va.: Leading CPO in C&R repair force, 15 Nov. and 30 July 1944.

★ Glenn K. Hickman, CMoMM, USN, Drumright, Okla.: In charge of the main propulsion plant on a submarine.

★ Vard W. Hutcherson, CMoMM, USN, Jackson Heights, N. Y.: Attached to a submarine, Pacific area.

★ Walter C. Kersting, CMoMM, USN, Colden, N. Y.: In charge of the main propulsion plant aboard a submarine.

★ Daniel Kolesar, CEM, USN, Port Clinton, Ohio: In charge of the electrical department aboard a submarine.

★ Harold M. Lanini, CMM, USN, St. Louis, Mo.: Crew member of a vessel on a war patrol.

★ John P. Lonas, CMoMM, USN, Mount Jackson, Va.: Leading auxiliary man of a submarine, Pacific area.

★ Robert Lyons, CPHM, USN, Newark, N. J.: Action against the Japanese in Bougainville, 1 Jan. 1944.

★ Elmo B. Mays, CTM, USN, Melrose, Mass.: Chief of the boat in a submarine.

★ Richard J. McCready, CRM, USN, Atwater, Ohio: Crew member aboard a submarine.

★ Clarence R. Nottingham, CCM, USNR, Portland, Ore.: With a Navy combat demolition team, Guam.

★ William A. Pyke, CMoMM, USN, Jacksonville, Fla.: As leading CMoMM aboard a submarine.

★ Michael Szysko, CCS, USN, Lawrence, Mass.: Crew member of a vessel on a war patrol.

★ Elmer E. Trosper, CTM, USN, Corbin, N. Y.: In charge of the forward torpedo room of a submarine.

★ Alfred L. Williams, CTM, USN, Haddensfield, N. J.: In the torpedo shop of a submarine base, March 1941 to 1 Sept. 1944.

★ Earl F. Beezer Jr., BM1c, USCG, Seattle, Wash.: In charge of a tank

lighter from the USS *Joseph T. Dickman*, Normandy invasion.

★ Thomas H. Connor, MoMM1c, USCGR, Evanston, Ill.: Aboard the USS *LCI (L) 84*, Normandy invasion.

★ John H. Dewing, SM1c, USN, Elton, Mont. (posthumously): Member of a reconnaissance detail, Normandy invasion.

★ Clyde A. Gerber, TM1c, USN, Adrian, Minn. (missing in action): Aboard the USS *Flier* in the torpedo room.

★ Paul T. Haring Jr., MoMM1c, USNR, Springfield, Mass.: Engineer aboard the *PT 120*, New Britain and New Guinea, November 1943 to August 1944.

★ Edwin G. Oehler, TM1c, USNR, Buffalo, N. Y.: In the torpedo overhaul shop of a submarine base from March 1943 to 1 Sept. 1944.

★ Wallace M. Praskievicz, FC1c, USN, Holden, Mass.: Assistant torpedo data computer operator aboard a submarine.

★ Louis B. Smith, PhM1c, USNR, Indianapolis, Ind.: Normandy invasion.

★ Lester F. Stevens, AOM1c, USNR, New Britain, Conn.: Member of a combat demolition unit, Normandy invasion.

★ Elroy F. Wilkie, MoMM1c, USN, San Diego, Calif.: In charge of the forward engine room of a submarine.

★ Henry K. Williams Jr., GM1c, USNR, Seattle, Wash.: Leading petty officer on board the *PT 368*, Pacific area, 15 Dec. 1943 to 30 April 1944.

★ Arthur A. Arnold, BM2c, USCGR, Alexandria, Va.: Coxswain of a landing boat, invasion of Sicily.

★ Walter O. Bartels, BM2c, USNR, Liberty Center, Ohio: Coxswain of an assault boat, invasion of southern France.

★ Herbert H. Betz, QM2c, USNR, Wichita, Kans. (posthumously): Quartermaster and gunner of *PT 132*, New Guinea and Bismarck Archipelago campaigns.

★ Dean C. Brooks, RM2c, USN, Angola, Ind.: Crew member of a vessel on a war patrol.

★ Ira J. Loeffler, BM2c, USN, Red Lake Falls, Minn.: Scout of a naval assault force, invasion of southern France.

★ Raymond F. Macholtz, MoMM2c, USNR, Cleveland, Ohio: Engineer of *PT 120*, New Britain and New Guinea, November 1943 to August 1944.



Bulletin (NFC, Great Lakes, Ill.)

NEW BOOKS IN SHIPS' LIBRARIES

A look at the world through Thurber's eyes . . . the career of Captain O'Bannon as he grooms Chinese revolutionaries in California—these and other books, both light and serious, are included in new titles recently bought for distribution to the service.

Not all of the new books will be supplied to each unit; rather it is the practice of BuPers to distribute titles to small units operating in the same area to encourage the exchange of books. Units may request titles of special interest from the Bureau.

Paper-bound Armed Services Editions are expected to provide most of the recreational reading for the fleet and other units beyond the continental United States; so most of the cloth-bound books supplied to such units will be largely non-fiction.

IN LIGHTER VEIN

ALLAS JANE SMITH by Clarence Budington Kelland. The Grand Duchess of Apaulia—plain Jane Smith to you—falls the evil plottings of one Sledge Mantor in a gay story by a *Saturday Evening Post* favorite.

AND THE WIND BLOWS FREE by Luke Short. Dramatic intensity marks this story of cattlemen on the Indian grasslands in the country that was to become Oklahoma.

CARNIVAL by James Thurber. The best of Thurber, and it could not be better. A few new pieces, together with the author's own choice from his earlier drawings and writings.

CARTRIDGE CARNIVAL by William Colt MacDonald. When Stormy Knight rides into Carnival he rides into a nest of trouble too. Hair-trigger action.

DANGER IN PARADISE by Octavus Roy Cohen. A series of murders takes place against a backdrop of the New York show business and nightclub world. There's a Nazi agent, an FBI agent and a pleasant, plausible love story.

DEATH KNELL by Baynard Kendrick. Duncan MacLain and his seeing-eye dog solve another case. All hinges on a baffling trick of ballistics.

JADE VENUS by George Harmon Cox. Kent Murdock returns, this time from Italy, as an AMG Captain with the knowledge that a painting called *The Jade Venus* holds important secrets. The score is two murders solved.

THE ROAD TO LARAMIE by Peter Field. More goings on in Powder Valley, where Sam Sloan deals with murder.

FACT

BIBLE AND THE COMMON READER by Mary Ellen Chase. A truly great book about the greatest of all books. An explanation for the everyday reader.

DEMOCRACY UNDER PRESSURE by Stuart Chase. Fair and impartial analysis of the various pressure groups. Mr. Chase's objective is to awaken thinking Americans to a problem which could tear our economy to shreds.

DOUBLE TEN by Carl Glick. Captain O'Bannon's story of the Chinese Revolution as plotted and rehearsed in this country under his direction and Homer Lea's.

THE FAR SHORE by L.L. Comdr. Max Miller, USN. Navy landings on Normandy beaches and along the Mediterranean coast are vividly described.

MISSOURI by Stanley Vestal. Stories and legends of Big Muddy and the folk who live along its shores.

MUSIC FOR THE MILLIONS by David Ewen. Whether you are a music maker, or just like to sit and listen, you'll pick up some interesting facts in this encyclopedia.

NEW WORLD OF MACHINES by Harland Manchester. Radar, freon, polaroid glass and many other scientific achievements play their part in the war today and in the world tomorrow.

PADDLE-WHEEL DAYS IN CALIFORNIA by Jerry MacMullen. Lively account of the steamers that traveled California rivers

and bays in days after the gold rush.

A PREFACE TO LOGIC by Morris R. Cohen. A stimulating book in which a philosopher and distinguished writer sets forth his views on various intellectual and social problems.

ROBINSON CRUSOE, USN by Blake Clark. For excitement, adventure and suspense, this story of Radio Electrician George Tweed, USN, and how he held out against the Japs on Guam for 2½ years puts fiction to shame.

SEA LANGUAGE COMES ASHORE by Joanna Carver Colcord. Even a landlubber's speech owes much to sea talk. The author of this informative, yet entertaining, book tells how it gets that salty flavor.

THROUGH JAPANESE EYES by Otto D. Toll-schus. Well-chosen excerpts from articles, speeches and books by Japanese statesmen and writers which expose Japanese ideologies and policies.

VOIOL OF A NATION by Lin Yutang. Upon his return to China after several years absence, the author concluded that his country was paternalistic rather than fascist and that her basic needs were an operating Bill of Rights, a constitutional electoral process and a two-party system.

FICTION

BANSHEE HARVEST by Jim Phelan. Through his love for Connie Carberry the young Britisher, Arthur Carton, learns to understand the real issues at stake in Ireland and joins the peasant army in its struggle.

NEW BOOKS IN THE ARMED SERVICES EDITIONS

The 40 new titles published each month in the Armed Services Editions are distributed to all ships in commission and to shore-based activities outside the U. S. These books are special editions of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible. Send any comments you may have or inquiries to BuPers.

Books currently being shipped are:

THE AMETHYST SPECTACLES by Frances Crane (Q-17). Further adventures of the Abbots—a murder in New Mexico.

DEAT TO QUARTERS by C. S. Forester (Q-18). A sea story of the British Navy in the early 18th century and of Capt. Horatio Hornblower who, when put to the test, accomplishes his mission brilliantly and fights two successful battles with the same Spanish warship.

THE CORPSE WITHOUT A CLUE by R. A. J. Walling (Q-15). An increasingly dangerous problem is solved by Telefree who matches wits with a man who wouldn't be found. There are plenty of complications, besides the corpse that can't be identified.

DEVIL ON HIS TRAIL by John and Ward Hawkins (Q-20). Action-packed, tense, moving story of the reclamation of Joe Chandler.

BOOKS in addition to those listed here, or material on other subjects, may be requested from BuPers by commanding officers to replace worn-out titles and keep collections adequate. Those described in this section each month are distributed to keep libraries up to date but are by no means all that are currently available.

INOCENCIA by Alfredo d'Escagnolle Tau-nay. Love story of backwoods Brazil concerning the lovely Inocencia, unwillingly betrothed to a man she does not love.

PRIVATE ADVENTURES OF CAPTAIN SHAW by Edith Shaw and Katharine Shaw. His love affair with Parisian Lucille made Philander Shaw, Cape Cod sea captain, all the more certain that the girl back home was the one he loved. Romance in the days of the French Revolution.

ROGER SUTTON by Thomas H. Stoddard. His search for wealth and power is forgotten when an Englishman learns to love red-haired Mary Johnstone. A romance of the Canadian wilderness.

SLEEP IN THE SUN by Alan Moody. In a narrow little canyon in California Jose Mercado lived abundantly. He worked a little, drank what wine he could get, and rejoiced much. This is his story, and that of his fat wife, Mama Chula.

SWING LOW by Edwin Peegles. All the charm and slow-spoken humor, all the violence and uncomprehending terror of the city Negro are in this love story.

TOMMOROW WILL SING by Elliott Arnold. Set against a background of southern Italy, this is the story of an American bomber group stationed there, their relations to the Italians, and of Eddie, an American of Italian parentage, who finds himself among relatives.

WRITTEN IN SAND by Josephine Young Case. When Lt. Gen. Mark Clark entered Tripoli, he was following in the footprints made by American troops over 100 years before. This is that earlier story—the long march of Gen. William Eaton with his band of eight marines, reinforced by rifflers from Napoleon's Army and an Arab sheik, all going to the rescue of 300 Americans held captive by Barbary pirates, and their tragic disappointment.

THE EDUCATION OF HENRY ADAMS by Henry Adams (Q-40). A period in the history of our country, a way of living, a famous New England family and a man's own life—all woven into Henry Adams' recollections of himself.

THE EDUCATION OF T. C. MITTS by Hugh Gray and Lillian R. Lieber (Q-4). Fifty million people can be wrong, but not mathematically if they earn by the T. C. Mitts method.

EXCUSE IT, PLEASE! by Cornelia Otis Skinner (Q-1). The versatile Miss Skinner discusses with humor and gayety matters ranging from the salon of a dancing school to the salon of an employment agency.

THE FEATHER MERCHANTS by Max Shulman (Q-5). Satire on the civilians' sacrifices and what they expect of the men, told with Shulman's whacky humor.

GIVE 'EM THE AX by A. A. Fair (Q-10). Donald Lam, inviolated out of the Navy, is still able to unravel a tangle of murder, faked accident claims, blackmail and enticing gals.

THE GREEN YEARS by A. J. Cronin (Q-27). This is Robert Shannon's story as he strives against odds to salvage his soul.

GUERRILLA by Lord Dunsany (Q-14). The essence of patriotism, liberty, courage, and self-sacrifice is in this moving tale of men who continued to fight against the enemy after their country had been overrun.

HAPPY JACK by Max Brand (Q-24). "Happy Jack" Aberdeen and Marshall Kinney battle for supremacy and for the hand of their chosen lady.

THE HERITAGE OF THE DESERT by Zane Grey (Q-19). A rootin' tootin' western.

HIGH TIME by Mary Laswell (Q-7). Three elderly ladies lead a highly unconventional life in what was once a San Diego junk yard.

THE HOUSE OF CONWERS by Mary Reiser (Q-22). Psychological murder mystery.

KEYSTONE KIDS by John R. Tunis (Q-8). Baseball and sportsmanship go hand in hand as two brothers help to bring unity to a divided team.

THE LIVELY LADY by Kenneth Roberts (Q-29). Tense sea story of 1812 featuring blockade running and the capture of British ships as prizes. Richard Mason, owner of the sloop *Lively Lady*, loses her in the adventure and lands in Dartmoor Prison. Eventually he wins his

WHAT IS YOUR NAVAL I. Q?

freedom and sets out to find again his *Liely Lady*.

LUCK IN ALL WEATHERS by Donal Hamilton Haines (Q-23). Everyday hunting and fishing by a sportsman who knows how.

MAN IN THE SADDLE by Ernest Haycox (Q-16). Merritt and his friends win through against Isham and his gang. A lot of people get killed, but love conquers all.

MOM COUNTED SIX by Mac Gardner (Q-25). American family life pictured with humor and charm.

THE FASHIONATE WITCH by Thorne Smith (Q-13). Poor Mr. Wooley rescues an unclothed beauty from a hotel fire. To his horror, after he marries her, he cannot escape the conclusion that she is a witch. There's a happy ending after typical Thorne Smith complications.

THE POSTMAN ALWAYS RINGS TWICE by James M. Cain (Q-2). Love, hate and crime are the sides of this eternal triangle. A paragon of thrillers.

PRAIRIE GUNS by E. E. Halleran (Q-11). Terry Donovan shoots it out with his enemies as he rides herd into Kansas.

THE RAZOR'S EDGE by W. Somerset Maugham (Q-31). Memorable for sharply drawn characterization and worldly conversation, this is the story of Larry, a young flyer of World War I, who is searching for personal peace.

RECKON WITH THE RIVER by Clark McMeekin (Q-30). Ma'am Canbrin, who at the age of 80 rises from what is supposed to be her deathbed to lead her grand-nephew and his family to the promised land of Kentucky, is the central character of this novel.

THE SADDLE AND THE PLOW by Ross McClaury Taylor (Q-28). With Texas in the 80s as its background, this is the story of one man's struggle to wrench a horse and a life for his family out of the soil.

SALT WATER DUFFY by Philip Wylie (Q-21). The entertaining adventures of two deep-sea fishermen who uncover the mystery of a passengerless ship on the Gulf Stream and break up a gang of racketeers.

THE SEA WITCH by Alexander Laing (Q-38). An American clipper ship during the years 1846-1856 and the men who manned her.

SELECTED SHORT STORIES OF SHERWOOD ANDERSON (Q-9). Tales by one of America's masters of the short story.

SELECTED PLAYS OF EUGENE O'NEILL (Q-35). American drama at its best.

THE SEVENTH CROSS by Anna Seghers (Q-33). Seven escape from a concentration camp in pre-war Nazi Germany.

THE SHADOW AND THE GLORY by John Jennings (Q-36). Exciting historical novel of the Revolutionary period about a 16-year-old boy from New Hampshire who runs away to join John Stark's ragged troops. A half-brother, whose intentions are questionable, adds complications.

THE STORY OF GEORGE GERSHWIN by David Ewen (Q-3). Gershwin's personality is interpreted with appreciation and knowledge against the background of Tin Pan Alley. It is also the story of jazz and Gershwin's struggle to help create and develop it.

STRANGE FRUIT by Lillian Smith (Q-32). Presented with beauty, dignity and great sadness in this story of the relation of colored and white in our American Southland.

THE STRANGE WOMAN by Ben Ames Williams (Q-39). Beautiful, ruthless and completely selfish Jennie Hager ruins the life of every man who loves her.

TAKE THEM UP TENDERLY by Margaret Case Harriman (Q-26). Candid, but far from candid, character studies of current celebrities. Among them are Helen Hayes, Cole Porter, Mary Pickford, Rogers and Hart and Max Gordon.

TIME OUT OF MIND by Rachel Field (Q-37). A romantic novel of the love of Kate Fernald for unhappy Nat Fortune, of a Maine shipbuilding family, whose career as a musician is thwarted and who finds brief happiness finally with Kate.

WATCH OUT FOR WILLIE CARTER by Theodore Aldrich (Q-12). To be "Champ," yet keep the love of Helen, are Willie's two ambitions. A prize-ring story.

WILD IN THE RIVER by Louis Bromfield (Q-34). Romantic tale of Louisiana in Reconstruction days compounded with passion, voodoo, the bayou, orgy, murder, hate, love.

THE WORLD ENDS AT HOBOKEN by Mel Helmer (Q-6). Adventures in oat sowing by a Big Town newspaperman.

1. If SK stands for "storekeeper" and MC for "medical corps," then what does SKMC mean?

2. A sailor was awarded a Navy Cross in June 1942. One of his shipmates received the Silver Star Medal in May 1941. Which man is entitled to additional pay of \$2 per month?



3. To what class does this U. S. Navy aircraft carrier belong?

4. "My brother pilots an SB2C in the Navy," said a small boy to his playmate. "That's nothin'," replied the second, "my brother flies a Helldiver. It's a lot bigger and better than an old SB2C." Is it?

5. Match up the port column with the starboard and the correct result will be the complete names of five flag officers of our Navy:

Marc Andrew	Hewitt
Raymond Ames	Kinkaid
Thomas Cassin	McCain
Henry Kent	Mitscher
John Sidney	Spruance

6. During daylight hours red pennants, indicating moderately strong winds, are displayed as a storm warning for small craft. What is the night signal?

7. When a ship making headway is thrown off her course by the wind, the resulting drift is called (a) leeway, (b) sideway, (c) driftway.

8. Which warrant and chief warrant officers are classed as staff officers?

9. A sailor standing watch in the USS *Sitting Bull* would be in what type of vessel?

10. Do U. S. Navy fleet admirals rank with, before or after marshals of the RAF and field marshals of the British Army?

11. What is the special use assigned for the NINE flag in addition to its numerical meaning?

12. Why didn't the medical officer sympathize with a seaman's complaint that he had glare-strained eyes from coiling down rope against the sun?

13. Jones contends there are seven Navy rating badges which are worn on the right arm, Smith says there are eight and Doe insists there are 12. Who wins the argument?

14. The dry cleaner removed the following ribbons from a naval uniform: Commendation, Presidential Unit Citation, Purple Heart, Asiatic-Pacific Area Campaign, Naval Reserve and American Defense Service. Working from inboard to outboard and from top to bottom, in what order should he pin them back on the uniform?

15. What is the flagship of the U. S. Fleet?

(Answers on page 72)

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the April kit, Navy Release K, to be mailed the middle of the month to ships and naval activities outside continental limits and hospitals in U. S. treating battle casualties. For information on how to get the discs, recorded exclusively for the armed forces, see table on pp. 70-71.

201. HOLIDAY FOR STRINGS—Maj. Glenn Miller: SLEEPY LAGOON; HORA STACCATO—Paul Bonou.

202. BYGONE MEMORIES: JAMAICAN RUMBA—Jascha Heifetz; THE SWAN—Kostelanetz.

203. LET ME CALL YOU SWEETHEART; FOR ME AND MY GAL; WAIT TILL THE SUN SHINES NELLIE; IN THE GOOD OLD SUMMER TIME—Bing Crosby Song Fest.

204. BOOGIE WOOGIE ON ST. LOUIS BLUES; BUGLE CALL RAG—Earl Hines; THAT'S APLNTY—Muggsy Spanier.

205. THE EARL; DARKTOWN STRUTTERS BALL—Benny Goodman; SWANKE RIVER; DIPPY DOODLE—Tommy Dorsey.

206. LAGWOOD WALK—Red Norvo; STOP, LOOK, LISTEN; HUMOROUSQUE—Stiff Smith.

207. YOU'RE MY THRILL; I FOUND A MILLION DOLLAR BABY—Jack Leonard; ALONE TOGETHER; WHEN THE RED RED ROBIN—Jo Stafford.

208. SCREAMIN' BOOGIE—Lionel Hampton; MISS MARTINGALE—Hot Lips Page.

209. THE LAST ROSE OF SUMMER—Bidu Sayo; ARIA; HER LOVE WAS NEVER MINE—Ezio Pinza.

210. BIG ROCK CANDY MOUNTAIN; BLUE TAIL FLY—Burl Ives; I KNOW MY LOVE; GREEN SLIEVES; BLACK BLACK BLACK; I KNOW WHERE I'M GOING—Susan Reed.

211. HE DIDN'T ASK ME; THE QUICKER I GETS TO WHERE I'M GOING—Pearl Bailey; CANCEL THE FLOWERS; WATCHIN' THE TRAINS—Chafloeters.

212. 1812 OVERTURE, Parts 1 and 2—New York Philharmonic Symphony Orchestra.

213. I MISS YOUR KISS; A LITTLE ON THE LONELY SIDE—Sammy Kaye; GUY LOMBARDO MEDLEY.

214. SOMETIMES I FEEL LIKE A MOTHERLESS CHILD—Mildred Bailey; LAMP-LIGHTERS SERENADE; SUNSHINE OF YOUR SMILE—Frank Sinatra.

215. HOW LITTLE WE KNOW—Buddy Clark; I UNDERSTAND—Bob Eberle; LONESOME ROAD; SPRINGTIME IN THE ROCKIES—Fl. Sheridan Orchestra.

216. MAKE BELIEVE; I WANT A GIRL JUST LIKE THE GIRL—Frankie Carter; IT'S DAWN AGAIN; WOODEN SHOES—Three Suns.

217. OH, LADY BE GOOD—Yank Lawson; IF YOU CAN'T SMILE; COLE PILE—King Cole Trio.

218. LATEA; I WONDER—Woody Herman; THE MOSE I SEE YOU; THE DEVIL SAT DOWN AND CRIED—Harty James.

219. PLAYHOUSE No. 2 STOMP—Count Basie; SWEET SALLY; ZIP ZIP ZIPPER—Licht Crusta.

220. RODGER YOUNG—Lynn Murray; ROLL THE OLD CHARIOT ALONG; PIZZICATTO POLKA—Szath-Myrl.

RECREATION SERVICE AND

WHAT	HOW OBTAINED
WELFARE AND RECREATION ALLOTMENT Allotment of funds under appropriation "Welfare and Recreation, Navy"	1. NAVAL VESSELS (including Navy vessels manned by Coast Guard personnel): (a) Vessels assigned to the Fleet; BuPers provides annual allotment. (b) Vessels assigned to naval districts or bases; from the command to which assigned by reallocation. 2. NAVAL DISTRICTS, RIVER COMMANDS, AIR FUNCTIONAL TRAINING COMMANDS: From BuPers upon request. (a) Naval activities assigned to naval districts, river commands and air functional training commands by reallocation from command to which assigned. 3. MARINE CORPS ACTIVITIES: (a) Within naval districts by reallocation from the commandant of the naval district. (b) Fleet Marine Force; HQMC will purchase items on recommendations of C.G., FMF, for both ground and air units of that force. 4. ADVANCE BASE UNITS: Upon request to BuPers prior to departure from U. S., initial allotment is granted. (Except LIONS, CUBS, ACORNS, STANDARD LANDING CRAFT UNITS, and PT-BOAT BASES which are granted automatically by BuPers upon promulgation of movement order by CNO.) Annual allotment is granted by fleet or area commander. 5. CONSTRUCTION BATTALIONS: Prior to embarkation from the United States, construction battalions are granted their commissioning allotments by either the U. S. Naval Construction Replacement Depot, Camp Parks, Shoemaker, Calif., or U. S. Naval Construction Training Center, Camp Elliott, Danville, R. I. After departure from the continental U. S. construction battalions receive their welfare and recreation allotment from the fleet or area commander to which they are assigned. 6. FLEET AND AREA COMMANDERS: Upon request to BuPers. 7. AIR ACTIVITIES ASSIGNED TO THE FLEET: Air groups, squadrons, and units granted allotments by reallocation from ComAirLant and ComAirPac. NOTE: Coast Guard vessels and activities obtain allotments through District Coast Guard Officer under appropriation "Pay and Allowances, 1750000-004, Coast Guard, subhead 27."
SPORTS, GAMES, AND MUSIC EQUIPMENT	A. NAVY ACTIVITIES 1. Forces Ashore: Use BuS&A Requisition Form 76. Request in writing in 80inc of nearest of following Naval Supply Depots: Newport, R. I.; Raytheon, N. J.; Norfolk, Va.; New Orleans, La.; Oakland, Calif.; Seattle, Wash.; San Diego, Calif.; Pearl Harbor, T. H. (Requests in excess of \$1,000 must be forwarded to BuPers for approval.) 2. Forces Afloat (including naval vessels manned by Coast Guard personnel): Same as above but use BuS&A Requisition Form 44. (Area commander designates channels through which requisition goes to 80inc.) B. COAST GUARD ACTIVITIES: Apply to morale officer of district to which activity is attached. C. MARINE CORP ACTIVITIES 1. FMF Units in the field—from Special Services Officer, FMF, Pac. 2. Units in 14th ND, not FMF—from local naval supply depots; for items unavailable there, Special Services Officer, Depot of Supplies, San Francisco, Calif. 3. Units in the 11th, 12th, 13th and 17th NDs—from Special Services Officer, Depot of Supplies, San Francisco, Calif. 4. All other units—from Special Services Branch, HQMC.
V-DISC KITS 12" phonograph records of music designed to suit all tastes	NAVY AND COAST GUARD ACTIVITIES All those outside the U. S., and hospitals within the U. S. treating battle casualties, submit requests to BuPers. Army vessels manned by Coast Guard personnel submit requests to Commander, C.G.A.M.D. MARINE CORPS ACTIVITIES 1. Special Services Branch, HQMC subscribes for FMF, Pac units of battalion or similar strength one set of V-Discs per month. 2. All other units outside continental limits of U. S. and additional FMF requests subscribe by application to Special Services Branch, HQMC.
AFRS TRANSCRIPTIONS 16" phonograph records of transcriptions of major radio network shows, and special talent programs manufactured to play on turntable which turns at 33 1/2 rpm.	NAVY AND COAST GUARD ACTIVITIES All those outside the United States submit request to either Commander, Service Force, Atlantic Fleet; Commander, Western Sea Frontier or nearest fleet motion-picture exchange. MARINE CORPS ACTIVITIES By application to nearest Navy motion picture exchange.
PERIODICAL SUBSCRIPTIONS Subscriptions to magazines are the responsibility of each activity. There is no package distribution of magazines. Special attention invited to "Notes" on this subject.	A. NAVY ACTIVITIES If to be paid under appropriation, "Welfare and Recreation, Navy," or appropriation, "Ship's Stores Profits," submit requisition to nearest Navy purchasing office. If to be paid with ship or station unappropriated funds, place order direct with publisher or distributor. B. COAST GUARD ACTIVITIES Ordered by commanding officer direct from publisher or distributor. C. MARINE CORPS ACTIVITIES 1. Purchased by Quartermaster General. 2. Distributed gratis by Leatherneck. 3. Purchased by Special Services Branch, HQMC. 4. Direct from publisher by individual unit.
LIBRARY BOOKS	1. NAVAL VESSELS (including Navy vessels manned by Coast Guard personnel): Library provided without request at outfitting yard prior to commissioning. 2. SHORE STATIONS: Libraries provided by BuPers without request. 3. ADVANCE BASE UNITS: Standard units (LIONS, CUBS, ACORNS, etc.) provided automatically, others upon request to BuPers. 4. CONSTRUCTION BATTALIONS: Prior to embarkation from U. S., CBs are issued 1000 books provided by BuPers at outfitting activity. 5. AIR ACTIVITIES ASSIGNED TO THE FLEET: No libraries issued to squadrons attached to ship or established base. Exceptions made for self-maintaining squadrons upon request. 6. MARINE CORPS ACTIVITIES: Libraries provided by BuPers without request. 7. ARMED GUARD CREWS: Books issued to crew by Armed Guard Center or Port Director's Office. NEW BOOKS: Monthly shipments to all Navy and Marine Corps activities sent without request. Shore stations within continental U. S. receive only cloth-bound books. Ships, advance bases, and advance base units receive paper-backed Armed Services Editions, one set of 40 titles per month for each 150 men and some cloth-bound books if over 150 personnel. Marine Corps activities—Armed Services Edition sent one set per month for each 150 men and cloth-bound books to units of more than 700 personnel.
USO-CAMP SHOWS, INC. On shore within U.S.: Victory Circuit, Blue Circuit, White Circuit (West Coast), 11th, 12th, 13th NDs Hospital Circuit, Hospital Sketching Circuit Overseas	All Navy, Marine Corps and Coast Guard activities, complements of 1,500 or over All Navy, Marine Corps and Coast Guard activities with complements of less than 1,500 These hospitals carrying a preponderance of Navy, Marine Corps and Coast Guard personnel deemed eligible by BuMed All Navy, Marine Corps and Coast Guard activities ashore and afloat sharing equitably with Army.
SHIP AND STATION PAPERS	All Navy, Marine Corps and Coast Guard activities: By request through official channels to SecNav via Chief of Naval Personnel.
ENTERTAINMENT MOTION PICTURES	All Navy, Marine Corps and Coast Guard activities. 1. Outside continental United States (a) 35-mm. Navy Motion Picture Service—Obtain film from nearest fleet motion-picture exchange or sub-exchange. (b) 16-mm. (not available to activities and vessels equipped with 35-mm projectors)—obtain through nearest Navy motion-picture film exchange or sub-exchange. 2. Within continental U. S. (35-mm. only) (a) Vessels in port: Navy Motion Picture Service—Obtain film from nearest shore-based motion-picture exchange or sub-exchange, or nearest fleet motion-picture exchange or sub-exchange. (b) Shore activities (1) Optional naval district motion picture plan (2) Navy motion picture service—Obtain film from Navy Motion Picture Exchange, New York, N.Y. or Navy Motion Picture Exchange, San Diego, Cal.
MOTION PICTURE EQUIPMENT	A. NAVY ACTIVITIES (including Navy vessels manned by Coast Guard personnel). Ships and shore activities are supplied 35-mm. and 16-mm. projection equipment in accordance with an authorized allowance list. Activities not so supplied may submit requests to BuShips for consideration. Replacements by official request to BuShips. Requests involving 16-mm. equipment should go via BuPers. B. COAST GUARD ACTIVITIES under the jurisdiction of a District Coast Guard Officer will submit requests for motion-picture projection equipment to the district morale officer. C. MARINE CORPS ACTIVITIES will send requests for 16-mm. and 35-mm. equipment through normal quartermaster supply channels. By request to nearest spare parts distribution centers or motion picture exchanges.
SPARE PARTS	By request to nearest spare parts distribution centers or motion picture exchanges.

EQUIPMENT - HOW TO GET THEM

METHOD OF PAYMENT	REFERENCE	NOTES
	BuPers Manual, Art. E-7401 to E-7411 incl. BuPers Ltr. Pers-524-gm L1-2-150 of 8 June 1944. BuS&A Manual, Art. 940. Circ. Ltr. 132-42 (corrected) (NDB, com. ed., 1943). Circ. Ltr. 163-42 (corrected) (NDB, com. ed., 1943).	Naval vessels to be commissioned receive their allotments from BuPers as follows: destroyers and larger, 3 months prior to the commissioning date; other vessels, 1 month prior to the commissioning date. BuPers allots annually a lump sum to the Commandant of the Marine Corps for reallocation to units of the air and ground personnel of the Fleet Marine Force. BuPers grants direct allotments to naval vessels in commission and manned by Coast Guard personnel in the same manner as other naval vessels. The allotments granted fleet and area commanders are to provide for the welfare and recreational needs of their staffs, construction battalions, base hospitals, advance base units (including craft attached thereto), and other naval establishments under their command.
Navy—Charge to appropriation, "Welfare and Recreation, Navy," or "Ship's Store Profits Fund" or purchase with "Welfare" funds (non-appropriated). Coast Guard—Charge to Appropriation Pay and Allowances, 1750900.004, Sub Head No. 27; or purchase with unappropriated "Marine" funds. Marine Corps—Charge to appropriation "Welfare and Recreation, Navy," or purchase with non-appropriated funds. When ordering direct from naval supply depots as enumerated above for naval ships and stations. In all other cases where non-appropriated funds are used, checks should be payable to "Marine Corps Fund."	(a) Joint Ltr. Pers-1012-PL P10-(A) BuS&A No. P10-113) of 16 July 1943. (b) Sports and Recreation Catalogue, Navy, Coast Guard, Marines, Second Edition. (c) Coast Guard Bq. Circular 200	Second edition of the catalogue is now being distributed to all ship and shore activities. Requests for additional copies should be addressed to BuPers. For exact procedure when purchasing with non-appropriated funds, see page 156, Sports and Recreation Catalogue. Overseas Coast Guard activities unable to contact NSD direct should refer cash purchases to Coast Guard Commandant for processing. MARINE CORPS ACTIVITIES use Navy Sports and Recreation Catalogue in preparing requisitions. Additional copies of catalogue may be obtained from Special Services Branch, HQMC.
Same as for "Sports, Games, and Music Equipment" above. (In case of payment from Ship's Store Profits Fund or Welfare Funds non-appropriated, checks or money orders should be made payable to the Treasurer of the U.S.) MARINE CORPS ACTIVITIES 1. No charge. 2. Accompany orders with check payable to Marine Corps Fund—\$12.00 per set per month.	BuPers Circ. Ltr. 134-44 (NDB, 31 May 1944, 44-631).	All kits in one monthly release of V-Dices contain the same assortment of 20 records each.
Outside United States, no charge.	BuPers Circ. Ltr. 236-44 (NDB, 31 Aug. 1944, 44-1091).	Turntables attached to 35-mm. strip film projector will play AFPS transcriptions. A limited quantity of turntables are distributed through the two service forces. The number of transcriptions available for distribution is limited. Radio receiving sets are in stock at all naval supply depots. Shore activities may obtain sets in the same manner as described under "Sports, Games and Music Equipment." Radio receiving sets for ships are cognizance of BuShips.
Same as for "Sports, Games and Music Equipment," above, except checks (drawn on unappropriated funds) to be made payable to publisher or distributor. MARINE CORPS ACTIVITIES 1. 2. 3. No charge. 4. May be paid for by appropriated or non-appropriated funds direct to publisher, or agent.	BuS&A Manual, Art. 1086, Par. 41. BuS&A Manual, Art. 1550.	For selection of magazines and newspapers see SecNav Ltr. PO-1 of 24 Aug. 1944 (NDB, 31 Aug. 1944, 44-962). The following magazine overseas editions are published: New Yorker, Time, Life, Newsweek, The Infantry Journal, Inside Detective, Modern Screen, Reader's Digest, The Sporting News, New York Times Overseas Weekly. The Sporting News, New York Times Overseas Weekly is available where printed overseas. Mails sent airmail overseas to such points as Army and Navy may designate for reproduction by Army or Navy where telepress is available. Or copies can be obtained from N. Y. Times direct.
Without charge.	BuPers Manual, Part K, Chapter 6.	Additional books and replacements should be requested from BuPers. Non-recipients of shipments of new books, requests for increased quantities or change of address should be forwarded to BuPers. Marine Corps activities should direct requests via Special Services Branch, USMC. Books may be exchanged between libraries by mutual agreement. Paper-bound books should be passed from man to man without record of circulation.
Without charge.	(a) BuPers Ltr. NAV-1477-26 P10-2(60) of 27 March 1942. (b) BuPers Ltr. Pers-2232-EC P10-2(60) of 14 Oct. 1942 (c) BuPers Ltr. Pers-2231-MF P10-2 of 2 June 1943. (d) BuPers Ltr. Pers-2231-VD P10-2 of 24 June 1943. (e) BuPers Ltr. Pers-521-ob P10-2 of 3 Dec. 1943. (f) BuPers Ltr. Pers-521-ob P10-2 of 24 April 1944. (g) BuPers Ltr. Pers-521-of P10-2 of 29 April 1944. (h) BuPers Ltr. Pers-51-REB N23 of 5 Sept. 1944. (i) BuPers Circ. Ltr. No. 236-44 Pers-5-R1 p21 dated 31 July 1944 with encl. 1, Joint Statement of Policy of Secretaries of War and Navy of 3 July 1944.	Transportation as specified in ref. (c) and (h) Hospital Credit: Transportation as specified in ref. (g). Hospital Sketching Credit: Transportation as specified in ref. (f). Army furnishes transportation to and from area. Local transportation within area, meals and housing accommodations furnished by naval activity serviced.
Official appropriation, "Welfare and Recreation, Navy," from ship's store profits or from unappropriated funds. No charge for duration of present war to all ships and activities outside continental U. S. 16-mm. film is the gift of the motion picture industry to ALL armed forces thru the War Activities Committee. Payment for film under optional plan direct to commercial film exchanges from unappropriated funds. For activities within continental U. S.: Assessments for Navy motion picture service from either appropriated or unappropriated funds.	(a) BuPers E-7401 through E-7504 (as corrected by BuPers Manual Circ. Ltr. No. 24-44 of 15 April 1944). (b) Instructions, Navy Motion Picture Film and Projecting Equipment, 1940. (c) BuPers Manual, Part K, Chapter 7, Sec. 3. (d) BuPers Ltr. Pers-2217-MY 885-1 of 17 June 1943. (e) BuPers Ltr. Pers-51131-of EN4-3(P) of 28 Sept. '44. (f) BuPers Circ. Ltr. 242-44 (NDB, 31 Aug. 1944, 44-1005). (g) BuPers Ltr. Pers-511-VD 885-1 of 22 Sept. 1944. (h) BuPers Ltr. Pers-2231-ob 885-1 of 28 Aug. 1943. (i) Article 1443, advance changes U. S. Navy Regs., 0013-1C-J, Ser. 315013, 15 Sept. 1944 (NDB, 15 Sept. 1944, 44-1032).	The success of the Navy motion picture service which supplies 35-mm. film depends upon the rapidly with which motion picture programs are circulated. Failure to keep programs moving will result in bogging down of the entire system. Naval Hudson units have been established in all Army overseas motion-picture exchanges, and such additional Navy exchanges as may be necessary to properly service naval activities ashore and afloat outside continental U. S. with the 16-mm. gift film.
Without charge.	(a) BuNav Ltr. Nav-147-RNC 885-1(8287) of 9 Sept. 1941. (b) BuPers Manual, Part K, Chapter 7, Sec. 3, Art. E-7409. (c) NavAct-TF-22-8 dated Sept. 1944. (Catalog of U. S. Navy Training Film.) (d) BuShips Ltr. 885-1(665-802)EN28/A2-11 of 19 Sept. 1944.	Some motion picture exchanges will carry a limited quantity of spare parts.

Medicine

(Continued from page 14)

invasion. They were augmented by hospital ships under British operational control and by air evacuation.

Air evacuation was inaugurated at Guadalcanal. Since its inception it has made progressive strides and in the past year has supplemented sea evacuation of wounded men in a very effective manner. As soon as landing strips become available and as the tactical situation permits, transportation by air ambulance begins. When it is operating fully, the majority of casualties are evacuated by this method. In Normandy air evacuation was planned to begin by D-plus-fourteen, but actually it was functioning on D-plus-four. Many casualties occurring on the beach and battlefield in Normandy were resting comfortably in hospitals in England by night of the same day.

The ultimate links in the chain of naval medical care are advance bases and fleet hospitals. These great installations, capable of caring for between 1,000 and 2,000 patients, are established in rear areas. As of 30 June 1944, eighteen were functioning in the Pacific area, and three, including an especially large one to handle wounded from the Normandy beachhead, were in existence in England and other Atlantic areas.

These hospitals are individual functional units. They usually are housed in insulated Quonset huts and are equipped with the latest surgical devices. Their hospital beds have inner-spring mattresses. Laundry equipment, bakeries, maintenance shops and recreational halls are a part of their facilities. Their medical personnel consists of a specialist heading each department and fully qualified doctors and surgeons, assisted by efficient

nursing staffs for the care of the wounded. In these hospitals life-saving procedures are continued on the highest scientific plane, and a large percentage of the wounded are restored to their normal state of health.

The mortality rate of two per cent among wounded personnel can be attributed to two factors: quick and adequate first aid plus life-saving surgery which, insofar as possible, is taken to

the patient instead of bringing the patient to the surgery. To this end, the medical-aid man accompanying troops into battle has been given the training and materials to administer to a wounded man's early needs. This early care, combined with good transportation, plasma, whole blood, portable surgical facilities on land, and good surgical facilities afloat, made possible this saving of lives.

THE MONTH'S ALNAVS IN BRIEF

No. 37—Provides that, due to scarcity of kapok, vessels must conform strictly to allowance of life preservers authorized by BuShips.

No. 38—States that Alnav 144-42 (NDB, cum. ed., 42-2038), which provides that no member of Navy, Marine Corps or Coast Guard may marry while on foreign duty without approval of senior commander of such force stationed in that country, area or possession, shall not be construed to apply to personnel who marry within continental U. S., including Alaska.

No. 39—Grants authority to Commander NATS to issue orders to all aviation officers involving permanent change of station within his command, except for squadron COs and wing commanders.

No. 40—Deals with discharge of reservist RT and ART ratings for reenlistment in regular Navy (see p. 75).

No. 41—Announces appointment to next higher rank, to rank from 1 March 1945, of those lieutenants (junior grade) and ensigns, line and staff corps, on active list of regular Navy whose dates of rank are within period of 2 Nov. 1943 to 1 Dec. 1943 inclusive, and those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose dates of commencement of continuous active duty in their respective ranks are within the same period.

No. 42—Announces appointment to chief warrant rank for temporary service, to rank from 1 March 1945, of those warrant officers on active list of regular Navy whose dates of rank are within the period 2 Nov. 1943 to 1 Dec. 1943 inclusive, and those warrant officers of Naval Reserve whose dates of commencement of continuous active duty are within same period.

No. 43—Directs that use and issue of Stock No. S4-156 Giemsa stain manufactured by Hartman-Leddon Co., Philadelphia, be discontinued immediately and all unused units be returned to nearest naval medical supply storehouse or depot.

No. 44—Warns of critical housing shortage in Washington, D. C., Norfolk, Va., all West Coast and Florida coastal cities, and advises personnel not to move families there until provisions for housing them have been made.

No. 45—Deals with promotion of Navy nurses (story on p. 75).

No. 46—Directs COs to insure that pay records are transferred at same time personnel are transferred and to submit all CO pay record orders to

disbursing officers promptly so that pay records may be kept up to date and ready for immediate transfer; directs procedure to be followed by disbursing officers for maintaining and transferring pay records.

No. 47—Deals with sale of gift items by ships service stores and PXs (story on p. 76).

No. 48—Directs procedure to be followed by all ships and stations beyond continental limits in reporting Navy, Marine Corps and Coast Guard casualties.

No. 49—Calls for applications from regular Navy line officers with permanent ranks above ensign, who are performing aerological duties, for transfer to engineering duty only (aerology); applications may be submitted by dispatch if necessary to reach BuPers by 15 April 1945; officers who have already submitted applications should reapply.

No. 50—States that, effective with orders dated 1 April 1945 and until further notice, Navy, Marine Corps and Coast Guard officers traveling on TAD orders not involving permanent change of station, with or without temporary duty en route, are subject to reimbursement on per diem basis only; also contains other modifications and clarifications on per diem.

No. 51—Directs that all containers of duplicator fluid Navy Standard Catalog No. 53-F-3900, whether original container or one to which fluid was transferred, must immediately be marked "INFLAMMABLE MIXTURE DO NOT USE NEAR FIRE OR FLAME—DO NOT USE INTERNALLY" and labeled "POISON"; prohibits use of material for other purposes than duplicator fluid.

Answers to Quiz on Page 69

1. Sickness, disease or injury resulting from one's own immoderate use of drugs or alcoholic liquors or other misconduct.
2. Both.
3. Independence class.
4. An SB2C is a Helldiver. The kids were talking about the same plane.
5. Henry Kent Hewitt, Thomas Cassin Kinkaid, John Sidney McCain, Marc Andrew Mitscher, Raymond Ames Spruance.
6. No night display of small craft warnings is made.
7. (a).
8. Chief Pharmacist, Chief Pay Clerk, Pharmacist and Pay Clerk.
9. Sitting Bull was an Indian chief; since net tenders (tug class), harbor tugs (large) and harbor tugs (medium) are the only types of Navy ships that may be named for Indian chiefs, the sailor would be serving in one of the three.
10. With.
11. None; the NINE flag is the only numerical flag which does not have a special use assigned to it.
12. Because coiling down rope "against the sun" simply means coiling from right to left.
13. Smith wins. The eight are: Boatswain's mate, turret captain, gunner's mate, mineman, torpedoman's mate, quartermaster, signalman, fire controlman.
14. Commendation, Purple Heart, Presidential Unit Citation, American Defense Service, Asiatic-Pacific Area Campaign and Naval Reserve.
15. The USS *Dauntless*, a patrol vessel-gunboat.



Crew's News (USS *Cumberland Sound*)
"Ugh—Let's join the Navy! We'll never make chief in this outfit!"

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

PRIZES OFFERED FOR SHOW MATERIAL

All Personnel of Navy, Marine Corps, Coast Guard Eligible to Enter

A \$500 war bond as grand prize, plus 40 other prizes totaling \$2,200 in war bonds, will be awarded to winners in a Navy Show Contest opening 1 May 1945.

All officer and enlisted personnel, male and female, of the Navy, Marine Corps and Coast Guard are eligible to submit manuscripts suitable for presentation on the stage or over a microphone.

Entries may be in the form of sketches, skits, blackouts, monologues, master-of-ceremonies chatter or songs. They may be comical or serious and may be based on actual experience or may be imaginary.

The contest is sponsored by the Committee on Scripts for Soldier and Sailor Shows of the Writers' War Board. The WWB is a group of outstanding professional writers voluntarily devoting their time and talents to jobs involving war writing for Government agencies.

Judges will be John Mason Brown, Russel Crouse, Paul W. Gallico, Max Gordon, Oscar Hammerstein II, George S. Kaufman, Christopher La Forge, Frederic March, and Hobe Morrison.

In addition to the grand prize there will be four first prizes of \$250 each, four second prizes of \$100 each and 32 third prizes of \$25 each. All will be in war bonds (maturity value).

Contest rules, other than those given above, follow:

Manuscripts, to be eligible for competition, must be postmarked not later than 1 Aug. 1945.

Announcements of prize winners will be made 15 Oct. 1945.

Manuscripts should be addressed to the Navy Contest, Writers' War Board, 122 East 42nd Street, Room 509, New York 17, N. Y.

All entries must be original, unpublished (except by military agencies) and owned exclusively by the contestant.

Manuscripts must be typed or written in legible hand on one side of the paper only. The sheets should be bound together and numbered. The cover or top page must be clearly marked with the title of the sketch, the author's name, rank or rate, and both his naval and permanent address. No manuscript will be returned nor will the Writers' War Board be responsible for lost manuscripts. Therefore, one copy should be retained by the author and two copies should be mailed to allow for possible misplace-

ment of one entry in administering the competition.

The author retains the power to protect his rights insofar as they apply to publication and to radio and professional stage production. All material submitted to the contest, whether or not it is awarded a prize, may be printed and distributed to members of the armed forces, royalty free. Rights for all amateur civilian production and distribution will be controlled by the individual, with royalty payable to the author under conditions approved by him.

Upon the manuscript the contestant

must state over his signature that his entry is submitted in accordance with the terms of the contest.

There is no limit to the number of manuscripts an author may submit, but only one prize may be won by a contestant.

The decision of the judges will be final. If the standard of writing lacks sufficient merit, any of the awards may be withheld at the discretion of the judges and the Writers' War Board.

Official announcement of the contest was made in BuPers Circ. Ltr. No. 61-45 (NDB, 15 March 1945, 45-256).

Clipsheet Service and Editorial Assistance Offered for Ship and Station Newspapers

To help ship and station editors bring Navy men and women the best possible local newspapers, BuPers will undertake a full-fledged editorial service for all interested Navy, Marine Corps and Coast Guard publications.

The service will be known as the S.E.A. (Ships' Editorial Association) and will provide two aids for ship and station newspapers:

(1) The *S.E.A. Clipper*, a weekly clipsheet, containing such material as spot features, columns, feature articles, cartoon panels and strips, and other appropriate Navy material which local editors may reprint in their own newspapers at their wish. All this material will be specially prepared for the purpose and thus will be new to the reader.

(2) The *S.E.A. Watch*, a monthly shop-talking trade journal for ship and station newspaper editors, devoted to methods of improving editorial content and production technique.

Mats will be provided letterpress papers and pre-cut stencils will be furnished mimeographed newspapers, multilith papers using the proof pages furnished.

As outlined by BuPers Circ. Ltr. 70-45 (NDB, 31 March 1945), ship and station newspapers will be enrolled as members of the S.E.A. by commanding officers requesting the service of BuPers. Upon receipt of a letter from the commanding officers, BuPers will forward a questionnaire to determine the types of material desired and required by the various newspapers. Once 100 newspapers have been enrolled and completed questionnaires returned, the *S.E.A. Clipper* will be produced weekly and forwarded via airmail to member newspapers.

The service is offered free of charge to the member papers and is entirely voluntary. There will be no compulsion on the part of any member paper to use any of the material provided.

While the *S.E.A. Clipper* is planned to serve weekly newspapers primarily, S.E.A. will also provide such services to daily ship and station newspapers as may be desired and prove practicable. It is hoped that daily papers, particularly at sea and overseas, will be enrolled as members of S.E.A. and that their needs will be made known so that they can be met.

To provide the S.E.A. services, and to coordinate the various responsibilities of BuPers in connection with ship and station newspapers as a welfare matter, a new Ship and Station Newspaper Section has been established in the Special Services Division of the Welfare Activity of BuPers. The new section will be staffed with specially selected officers and enlisted personnel, professionally qualified journalistically and with ship and station newspaper experience.

Editors, Writers, Artists Invited to Submit Ideas

In connection with the establishment of the S.E.A. and the *S.E.A. Clipper*, BuPers invites all interested personnel to submit ideas for features, cartoon strips or characters, columns, column names, and any other appropriate material for inclusion in ship and station newspapers. Correspondence should be addressed to the attention of the Officer in Charge, Ship and Station Newspaper Section.

THE BULLETIN BOARD

How to Keep Out of Trouble in Bringing Or Sending Home Government Property

Because a good many officers and enlisted men have got into trouble recently by mailing or bringing Government property to the States as their own personal effects or as souvenirs, a summary of existing regulations on the subject has been issued by the Secretary of the Navy.

In a nutshell the directive, dated 23 Feb. 1945 and addressed to all ships and stations (NDB, 28 Feb. 1945, 45-179), offers this friendly but emphatic advice:

- Don't send or bring home U. S. or Allied government property—unless your commanding officer has certified that it is essential that you have the equipment to carry out your duties en route.

- Don't send or bring home items similar to Government property—unless you have the proper certificate to convince the examiners that the property belongs to you and not to the Government. A copy of the certificate must be included in the baggage with the shipment.

- Don't send or bring home live explosives of any kind—it's strictly forbidden for obvious safety reasons.

- Don't send or bring home captured enemy equipment—unless you have the proper certificate to show the customs officials that you're authorized to keep such souvenirs as your property.

If you're outside the continental limits of the U. S. and desire to send your personal effects to your home or to some other designated place of storage in the U. S., you may do so at Government expense, as provided by

SecNav dispatch to all naval districts and ComPatWing 2, dated 16 June 1942, and by subsequent SecNav dispatches to all naval districts, 26 July 1943 and 21 July 1944. These dispatches also authorized supply officers in the 14th and 15th naval districts to effect shipments based on information that the owner desired shipment, and stated that BuS&A form 34 is not required. Shipments are to be charged against maintenance appropriation (BuS&A subhead 3), with reference made to the authorizing dispatch on the Government bill of lading which must accompany all shipments. The dispatch also authorized reshipment of the property to its ultimate destination after its arrival in the States.

To prevent confusion—and possible confiscation—if you're sending or bringing anything home which looks like Government property, you are required to enclose in the package a certificate from your CO or his designated representative stating that you are officially authorized to send or bring home the articles contained in the package and listed on the certificate.

Since Alnav 2-44 (NDB, Jan.-June 1944, 44-11) says that captured enemy equipment is Government property, to mail or bring to the States any items of enemy origin you must have a certificate signed by your CO stating that the theater commander has authorized that such articles as are listed and described on the certificate may be retained by you as personal property. Since souvenirs which have been officially released to you are no longer considered as Government property, there is no danger of them being confiscated when accompanied by the proper certificate.

You are not permitted to have in your possession on your return trip to the States any U. S. OR Allied government property, unless such property is needed in the performance of your duties. For instance, if you are a guard for prisoners and require a gun, you must have in your possession the custody receipt and certificates signed by your CO saying that such Government equipment is necessary in the performance of your job.

Whenever officers and enlisted men receive orders to return to the U. S., they must turn into the supply officer prior to leaving all Government property in their possession, including such items as may be covered by custody receipts, with the exception of items certified by the commanding officer to be needed in the performance of their duties. Supply officers are required to accept and give a receipt for Government property turned in regardless of condition.

Any property described above as requiring certification—that is, material similar to Government property, souvenir items of captured enemy equipment and Government property—which is not covered by certificates is subject to confiscation by the customs authorities, who turn it over to the commandant of the local naval district.

The commandant is required to submit a detailed report to the Chief of Naval Personnel, CNO, Judge Advocate General, and the senior officer in the area in which the sender was stationed at the time the shipment originated. Appropriate disciplinary action will be taken in all cases of personnel who transmit, or attempt to transmit, unauthorized material; and where there is substantial indication of an attempt to defraud the Government, a general court-martial is mandatory.

Minor Changes Made in Fixed-Text Message Service For Personnel from Overseas

The following new fixed-text message (No. 16) has been added to the list of those which may be sent under the special domestic telegraph service established by Western Union for the convenience of service personnel returning to the U. S. from overseas (INFORMATION BULLETIN, March 1945, p. 78):

"Arrived safely. Expect to see you soon. Don't attempt to contact or write me here. Love."

Since announcement of the service, the U. S. Naval Receiving Stations at Naval Reserve Armory, Chicago; Consolidated Steel Corp., Orange, Tex.; Bethlehem-Hingham Shipyard, Hingham, Mass., and Bethlehem Steel Co., Quincy, Mass., have been deleted from the list of naval activities from which the messages may be sent.

Also, under revised rules, a Western Union office must be located at the point to which a message is sent. (For details see CNO ltr. to all ships and stations, NDB, 15 March 1945, 45-243).

Men Required to Mark Belts With Name, Serial Number

Because instances have occurred where a belt was the only item of clothing remaining for the identification of fire, blast and explosion victims, the necessity for adequately marking such items is called to the attention of COs in BuPers Circ. Ltr. 62-45 (NDB, 15 Mar. 1945, 45-257).

Uniform Regs, Art. 5-54, requires that every article of enlisted men's clothing be legibly marked with the owner's name and serial number. The letter directs COs to make certain that this regulation is conformed with and states that belts should be legibly marked at least once with the owner's name and serial number.



Heist (NTC, San Diego, Calif.)

"He's not superstitious—yet!"

THE BULLETIN BOARD

Partially Disabled Men

May Be Retained by Navy

Under the Navy's policy of making as full use as possible of all its available manpower, BuPers and BuMed have issued a joint letter providing that enlisted men disabled for general service, under conditions which in peacetime would lead to their separation from the service, may be retained for the convenience of the Government and assigned to duty they still are physically able to perform.

In the past this policy applied only to personnel disabled in line of duty. Under the new BuPers-BuMed directive to all ships and stations dated 3 March 1945 (NDB, 15 March 1945, 45-265), it now applies to all personnel partially disabled while in the service, either in or out of line of duty, and also to those who come up for medical surveys due to disabilities which they had prior to entering the Navy but which did not show up at the time of enlistment.

The following conditions will be taken into consideration in deciding upon each case:

- Whether the man's services are desired and his record is favorable.
- Whether disability is of such a nature as not to interfere with his performing useful duty.
- Whether retention on active duty is not likely to aggravate the disability.

Road Maps Made Available To All Ships on Request

The Texas Company has informed BuPers that complete sets of its Texaco Touring Maps may be obtained for reference and recreation use in libraries of naval ships upon request from some commissioned officer of each ship desiring them. Requests, giving the ship's name and post office address, should be made to Texaco National Road Reports, 135 East 42nd Street, New York 17, N. Y.

Veterans to Get Extra Gas for Job Interviews

Special gasoline rations for war veterans seeking reemployment have been provided for by the Office of Price Administration.

The rations will be issued to veterans who must use a passenger automobile to travel to a job interview arranged for them by any of the following: the United States Employment Service, the Railroad Retirement Board Employment Service, a county agricultural agent, an Agricultural Extension Labor Office, or a union designated by the War Manpower Commission to recruit labor.

Because of the limited supply of gasoline, amount of mileage allowed is currently limited to 400 miles in any 30-day period, and it must be shown that there are no adequate



Hospital Hi-Lites (NH, Aies Heights, T. H.)
"Just a wee bit more to the left."

other means of transportation. Rations may be obtained at the veteran's local War Price and Rationing Board upon presentation of card or statement from one of the sources listed above.

Enlistment in Regular Navy Open to Qualified Reserve Radio Technicians Under 31

In anticipation of postwar Navy needs, commanding officers have been authorized by Alnav 40-45 (NDB, 15 Mar. 1945, 45-227) to discharge reservist enlisted personnel holding radio technician and aviation radio technician ratings, for immediate 4-year reenlistment in the regular Navy.

The directive provides that reenlistments are to be in the permanent rate held at the time of discharge, with authority granted for immediate advancement to the temporary rate held at the time when the discharge was granted.

To be eligible, personnel must be graduates of an advanced radio materiel school, be between 18 and 31 years of age and be physically and professionally well qualified. In addition, they must have a good record in conduct.

The Alnav applies only to RT and ART ratings, and does not include personnel holding temporary warrants or commissions.

Rules Issued on Authority Of Officers as Notaries

Detailed information on the authority of officers of the Navy, Marine Corps and Coast Guard to administer oaths and perform other powers of notaries public has been issued in a letter from the Judge Advocate General to all ships and stations, dated 31 Jan. 1945 (NDB, 31 Jan. 1945, 45-82). A summary of state laws affecting the authority of officers to perform the functions of a notary public is contained in the letter.

Academy Prep School Exams Scheduled for 2 July 1945

Preliminary written examinations of candidates for the 1 October class at the Naval Academy Preparatory School, Bainbridge, Md., will be held throughout the Navy on 2 July 1945, according to BuPers Circ. Ltr. No. 60-45 (NDB, 15 March 1945, 45-255).

On ships at sea or at units outside the continental limits of the U. S., where it is impossible to hold the examinations on that date, they may be held on the earliest practicable succeeding date.

Men interested in taking the examinations should notify their commanding officers by 1 May.

The law authorizes the appointment to the Naval Academy at Annapolis, Md., each year of 100 men from the Navy and Marine Corps and 100 from the Naval Reserve and Marine Corps Reserve.

To be eligible for the 2 July examinations, men must be physically qualified U. S. citizens of officer caliber on active duty on or before 15 April 1945 and with birthdates on or later than 1 April 1925. They must have completed two years high school or its equivalent, including two half-year courses of algebra and one half-year of geometry.

Navy Nurse Corps Members Now Promoted by Alnavs

The first block promotion of Navy Nurse Corps members was effected last month by Alnav 45-45 (NDB, 15 Mar. 1945, 45-232).

Whereas previously Navy nurses of the ranks of lieutenant (junior grade) and ensign were promoted only upon the recommendation of a selection board, they are now to be advanced under the more liberal provisions of promotional alnavs. This same system is followed in promoting both regular Navy and Naval Reserve lieutenants (junior grade) and ensigns, including Waves.

As provided by the Alnav, the President on 1 March 1945 appointed to the next higher rank for temporary service, to rank from that date, all Navy Nurse Corps lieutenants (junior grade) who reported for continuous active duty as ensigns on 31 Aug. 1942 or earlier and all ensigns who had served on continuous active duty in that rank since 1 Dec. 1943 or earlier. The promotions apply both to regular and reserve Navy nurses.

In the future whenever promotional alnavs are issued for men and women officers in the reserve and regular Navy, they will also be brought out for Navy nurses, thus enabling the nurses to keep pace in rank with officers in other branches of the service.

THE BULLETIN BOARD

Free Kits of Orchestrations Offered to All Navy, Marine and Coast Guard Activities

Free orchestrations for recreational purposes will be provided upon request for all Navy, Marine and Coast Guard activities desiring them under a program recently entered into by BuPers (BuPers Circ. Ltr. No. 55-45; NDB, 15 March 1944, 45-251).

The orchestrations will be distributed monthly to overseas and continental activities in the form of kits each to contain six orchestrations of songs popular in the U. S., plus a few special arrangements of old numbers.

There will be two types of kits issued each month:

Standard Orchestration Kit for 15 instruments, containing 1 piano, 2 1st violins, 1 bass, 1 1st trumpet B flat, 1 2nd trumpet B flat, 1 3rd trumpet B flat, 1 1st trombone, 1 2nd trombone, drums, 1 1st sax E flat alto, 1 2nd sax B flat tenor, 1 3rd sax E flat alto, 1 4th sax B flat tenor, 1 guitar.

Orchette for seven instruments, containing 1 piano, 1 1st sax E flat alto, 1 2nd sax B flat tenor, 1 3rd sax E flat alto, 1 1st trumpet B flat, 1 bass (guitar chords), drums.

Usually a month's issue of both the Standard Orchestration Kit and the Orchette will contain orchestrations of the same songs, but they may vary slightly when special Orchette arrangements of songs contained in the Standard Orchestration Kit are not available.

In addition to the two monthly kits there will be available a Basic Kit (arranged for seven or 15 instruments as

desired) to be used as a basis for a musical library. The Basic Kit will contain 25 orchestrations of selected fox trots, waltzes, rumbas and swing tunes.

If desired the Basic Kit will be forwarded along with the first monthly distribution of the other kits.

Commanding officers may submit requests for kits to the Officer in Charge, Navy Liaison Unit, Entertainment Section, Special Services Division, A.S.F., 25 West 45th Street, New York 18, N. Y., stating which kit or kits are desired.

Activities will be placed on the distribution list for the next monthly issue as orders are received. All kits will be sent to authorized Navy bands, which need not submit requests.

ID Card No Longer to Be Used as Liberty Pass

So that personnel may have their ID cards in their possession at all times, the practice of using the ID NavPers 546 card as a liberty pass has been discontinued by BuPers Circ. Ltr. 51-45 (NDB, 28 Feb. 1945, 45-204). Previously it has been the procedure on many ships and stations to take up the ID cards and issue them only to personnel on liberty parties.

The directive also provides that in the future ID cards issued to officers will show their file number, photographed directly below their rank.

Navy Tightens Rules on Release of Officers to Other Government Agencies

Because the Navy Department needs all its specially trained personnel, the policy has been recently established by the Secretary of the Navy that, with the few exceptions listed below, commissioned officers may not be loaned or released to other governmental departments or agencies.

As stated in a SecNav letter, dated 3 Feb. 1945, to all bureaus, boards and offices of the Navy Department and to the Commandants, Marine Corps and Coast Guard, in the past requests for the loan of officers to other Government agencies were considered on the basis of where the officer could contribute the most to the war effort. However, since requests have greatly increased, and if granted would seriously weaken certain activities of the Navy, the new policy has been put into effect.

The directive provides for only the following exceptions: personnel released or loaned to the War Shipping Administration, as provided by paragraph 5 of Executive Order No. 9054, as amended; those requested or assigned by the President; personnel appointed to positions requiring confirmation by the Senate.

Men Released from Hospitals After Long Overseas Duty Get Break for Shore Duty

Many enlisted personnel returned to the U. S. for hospitalization after 18 months or more of sea or foreign duty will be given the opportunity, upon release from hospitals, of selecting the naval district, river command or naval air training command in which they prefer to serve, and will be transferred there at Government expense.

This procedure, provided by a letter from the Chief of Naval Personnel to various continental commands, dated 21 Feb. 1945, applies to all enlisted men who would otherwise be transferred for assignment by ComWest-SeaFron, ComFairWest Coast, SubordComServLant and ComAirLant.

Exceptions to the directive:

- Construction Battalion personnel, when ready for duty, are to be transferred for further assignment to either the U. S. Naval Construction Battalion Replacement Center, Camp Parks, Shoemaker, Calif., or the U. S. Naval Construction Training Center, Camp Endicott, Davisville, R. I.
- Musicians are to be transferred to the Receiving Station, Navy Yard, Washington, D. C., or in the cases of Negro musicians to the Naval Training Center, Great Lakes, Ill., for refresher instruction and reassignment.
- Enlisted personnel with less than 18 months sea or foreign duty immediately prior to hospitalization, those hospitalized as a result of their own misconduct and those who do not desire duty within the U. S. are to be returned to their vessel, if it is within a continental U. S. port, or transferred to the nearest receiving ship or station for assignment to further duty.

Ship's Service Items Limited To Conserve Shipping Space

In a move to conserve shipping space, new regulations concerning the items which may be stocked by ships stores, rest exchanges and ships service store afloat and overseas have been issued by the Secretary of the Navy in Alnav 47-45 (NDB, 15 March 1945, 45-234).

With one exception, only those items necessary for the welfare and personal use of authorized persons may be stocked. The exception is items of a gift or curio nature available in territorial possessions or foreign countries, which may be procured locally and stocked to meet demands.

In the past, costume jewelry and ladies pocketbooks, for example, have been shipped overseas and placed on sale—only to be purchased there and sent back to the continental U. S. as gifts, thereby taking up valuable shipping space on both trips.



Bulldozer (NCTC, Davisville, R. I.)

"Sorry, man, you're in the wrong place—you want to see the chaplain."

THE BULLETIN BOARD

New Advancement Rules Issued for Armed Guard

Revised instructions governing the advancement in rating of armed guard crews were issued by BuPers in a letter dated 24 Feb. 1945 to COs of Armed Guard Centers (Pers-67-cz P17-2/MM).

This directive applies only to armed guard crews and not to personnel serving in ship's company at Armed Guard Centers. The following special instructions govern the advancement in rating of armed guard personnel:

To S1c:—Upon recommendation of the officer-in-charge of an armed guard crew, and after a man has maintained a mark of 3.0 in proficiency in rating and 4.0 in conduct for at least three months, advancements may be effected by the CO of the AGC as of the date of receipt of the recommendations. To be eligible for advancement from S1c to any PO rating, a man must successfully complete the general training course for all non-rated men.

To PO3c and PO2c:—After fulfillment of service and marks requirements fully qualified men may be recommended by O-in-C of AG crews for provisional advancement from S1c to PO3c or from PO3c to PO2c, subject to confirmation by examination by a competent examining board. Advancements are made by the CO of the AGC as of the date of the receipt of the recommendation. Upon successful completion of examinations conducted at the AGC or at any naval activity where a competent examining board is available, the provisional nature of the advancement is removed. In the event a man holding a provisional advancement fails to pass the examination, he is reduced to the rating held prior to his provisional advancement.

To PO1c:—After fulfillment of service and marks requirements fully quali-

fied men are eligible for examination to PO1c at an AGC. However, not more than 10% of the total number of armed guard crew petty officers within a particular rating group may be advanced to PO1c. For instance, if there were a total of 800 boatswain's mates attached to a center (BM1e through coxswain), 80 men could be advanced to BM1c. The same system would also apply for other PO1c ratings.

The directive also provides that petty officers first class in excess of requirements, and those who have served in armed guard duties for a period in excess of nine months in a first class rating, shall, when available, be reported to BuPers for assignment to other duties.

Since armed guard duty does not normally require the services of CPOs, no provision is made in the directive for advancement from PO1c to CPO.

Pin-on Insignia Approved For Wave Garrison Cap

A sterling silver and gold-plated pin-on device, a duplication of the embroidered lapel insignia worn by all Waves, has been authorized for wear on the left side of the new garrison cap by enlisted personnel, except CPOs, in the Women's Reserve. The insignia, which will be on sale this month, may be worn as soon as it is available; after 1 June 1945 the garrison cap may not be worn without the device.

Authorization of the insignia was announced by a letter from the Chief of Naval Personnel to all naval districts and NOB, Bermuda, dated 15 Mar. 1945, which set forth various other changes to be incorporated in the Women's Reserve Uniform Regulations.

VOTING INFORMATION

NEW JERSEY

State and municipal elections will be held as follows:

STATE: Primary elections will be held on 12 June. State officers, including members of the General Assembly in all counties, state senators in certain counties and county officers will be selected.

MUNICIPAL: Local officers will be elected on 8 May in:

Asbury Park	Lordsburg Township (Ber-
Asheben Park	gen County)
Berdenmen	Medford Lakes (Borough)
Cape May City	Millville
Clark Township (Union	Monmouth Beach
County)	(Borough)
Collingswood (Borough)	Newark
East Millstone	Sea Isle City
Hackensack	Vineland (Borough)
Haddonfield (Borough)	West Cape May (Borough)
Jersey City	Wildwood Crest
Kearnsburg (Borough)	(Borough)

PENNSYLVANIA

A primary election will be held throughout the state on 19 June 1945. Candidates to be chosen at this election will be: two judges of the State Superior Court, and municipal and county officials throughout the state.

Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Ballots will not be mailed automatically or on application of a friend or relative, as in the general election of 7 Nov. 1944, but voters must make individual application for a ballot. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and from certain attached civilians. Applications may be mailed at any time. Executed ballots must be received by the County Board of Elections not later than 26 June 1945 in order to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (item No. 6 on postcard).

Pennsylvania has recently enacted legislation designed to facilitate voting by servicemen in municipal and state elections to be held in 1945. By advancing the date of the primary election three months, servicemen will now have an increased opportunity to vote at the primary election in June and at the general election in November. Further, Pennsylvania now permits the administering of oaths to military voters by commissioned and non-commissioned officers not below the rank of sergeant in the army and not below the rank of petty officer in the navy. In addition to the foregoing, the following information is the latest available on elections to be held within the near future at which absentee voting by servicemen will be permitted:

ILLINOIS

A general election for judicial officers will be held throughout Illinois on 4 June 1945. Officers to be elected are: a justice of the Illinois Supreme Court from the 5th Supreme Court District comprising the counties of Bureau, Grundy, Henry, Knox, LaSalle, Marshall, Peoria, Putnam, Stark and Woodford; a justice of the Superior Court of Cook County; and Circuit Court judges in all Circuit Court districts throughout the state. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in the above election. Postcard applications for ballots will be accepted from servicemen and will probably be accepted from members of the merchant marine and from certain attached civilians. Applications for ballots will be accepted 30 days in advance of the election, and executed ballots must reach election officials not later than 4 June 1945 to be counted.



Mainmast (NFC, Bainbridge, Md.)

"Top deck, starboard side, Doc—sir!"

THE BULLETIN BOARD

Guidance Centers for Veterans Established At 50 U. S. Colleges

Veterans Guidance Centers have been established in 50 educational institutions throughout the U. S. under agreements entered into by the institutions and the Veterans Administration. Main purpose of the centers is to give advice and guidance to veterans with service-connected disabilities that are pensionable and constitute vocational handicaps. However, the services of the experts in these centers are also available to all veterans undertaking education under the provisions of the "GI Bill of Rights."

Disabled veterans who are to receive vocational rehabilitation are sent to these centers for advice in selecting the courses they will take. While they are there, teachers, vocational experts, psychologists and doctors interview them and give them tests to determine what type of activity they should undertake in the hope of achieving complete rehabilitation.

While undergoing courses, disabled veterans are paid pensions of \$92 a month if single, \$103.50 if married. They are also paid additional allowances for other dependents (\$5.75 for each child, \$11.50 for each dependent parent). The cost of the courses is paid by the Government for a maximum period of four years.

Although veterans taking educational courses under the GI Bill are not required to accept guidance or direction in selecting their courses, the Veterans Administration urges that they do so in order to make sure of getting the greatest benefit from their education.

To get the services offered at these guidance centers, veterans need only apply at the nearest regional office

of the Veterans Administration. They should not go to the centers direct.

The guidance centers have been established in the following institutions (listed alphabetically):

Allegheny College (Pa.)	Sacramento College (Calif.)
Arkansas State College	Southern Univ. and A. & M. College (La.)
Brigham Young Univ. (Utah)	State Teachers College (Kan. Clair, Wis.)
Brown Univ. (R. I.)	Syracuse Univ. (N. Y.)
Rockwell Junior College (Pa.)	Univ. of Arkansas
College of the City of N. Y.	Univ. of Buffalo
Cornell Univ. (N. Y.)	Univ. of Chicago
Ferris College (Ohio)	Univ. of Cincinnati
Fresno Junior College (Calif.)	Univ. of Florida
Georgia School of Technology	Univ. of Idaho
Harvard College (Mass.)	Univ. of Illinois
Louisiana State Univ.	Univ. of Kansas
Marguerite Univ. (Wis.)	Univ. of Louisville
New Mexico State Teachers College	Univ. of Minnesota
Newark (N. J.) College of Engineering	Univ. of North Carolina
North Dakota Agricultural College	Univ. of Omaha
Ohio State Univ.	Univ. of Oregon
Pennsylvania State College	Univ. of Pennsylvania
Phoenix, Ariz., Office of Union High Schools and Junior College Districts	Univ. of Pittsburgh
Rensselaer Polytechnic Institute (N. Y.)	Univ. of Richmond
Rochester Institute of Technology (N. Y.)	Univ. of South Carolina
Rutgers College (N. J.)	Univ. of Toledo
	Univ. of Utah
	Univ. of Vermont and State Agricultural College
	Univ. of Wisconsin
	Utah State Agricultural College
	Weber College (Utah)
	Youngstown College (Ohio)

Veterans Building Or Remodeling Homes Can Get Priorities Help

Any returning veteran who cannot find suitable accommodations for himself and his family is eligible for a priority to build or remodel a home. Procedures authorizing immediate priorities assistance were set up last fall by WPB and the National Housing Agency and recently liberalized.

Applications may now be approved for construction, alteration or betterment of houses to be owned and occupied by veterans unable to find other suitable quarters, and who have been separated from active military service under conditions other than dishonorable since 15 Sept. 1940.

Recent addition of word "active" to the above provision makes the priority aid available to those in an inactive status but not yet actually separated from the service.

Veterans may apply on Form WPB-2896 to the nearest office of the Federal Housing Administration, a unit of the National Housing Agency. This can be done through the builder. Approval of the application provides a priority rating for the purchase of material and equipment.

The "GI Bill of Rights," providing a loan guarantee through the Veterans Administration, enables the veteran to finance such a home with little or no cash down payment out of his own pocket, if he has a job or income which indicates that he can repay his loan on liberal terms over a long period of years.

Veterans Assured Rapid Readjustment In Navy Civilian Jobs

In a recent step to assure discharged war veterans of their rightful opportunities as civilian employees in naval establishments, the Navy has directed personnel officers of shore establishments to arrange for the appointment of a civilian veterans' placement advisor in each activity.

This civilian advisor, who must be a veteran himself, will:

- study and prepare plans for the absorption of veterans as civilian employees.
- determine the experience and skills of veterans entitled to reemployment.
- find out as far in advance of their return as possible, by communication with them, what additional qualifications they have obtained during their military service.
- find out what type of work they now desire and believe they are fitted to perform.
- determine how much training or refreshing training they will need upon their return.

Former employees of Navy establishments have the same reemployment rights as any other veteran who had a job before the war; they are entitled to their job back if the position they left was other than temporary, if they have completed their military service satisfactorily, and if they are still qualified to perform the duties of the position. Application for reemployment must be made within 90 days of discharge or separation from service.

In addition, the Navy is making extra efforts to employ those who through injuries may have become handicapped, whether they worked for the Navy before or not, and the general hiring policy in naval establishments is to give preference to former servicemen wherever possible. Any man leaving the service who wishes to obtain employment in a naval shore establishment should contact the civilian veteran placement advisor or the district personnel relations officer.

The Navy Department's division of shore establishments and civilian personnel, which administers the employment of approximately 750,000 civilians in Navy shipyards, ammunition depots, supply stations, air bases and other activities, already has placed on its employment rolls more than 15,000 war veterans and the number is growing monthly.

Of those already hired, 1,886 were former employees on military leave; 464 were former employees who had resigned, and the remaining 12,670 were discharged veterans without former work experience in naval establishments.



The Aorta (NH, Long Beach, Calif.)

"Brother, is he a tough one! I can hardly hear you."

THE BULLETIN BOARD

Personnel on Emergency Leave or from Overseas May Receive Air Priority

Upon presentation of a statement signed by their CO, service personnel on leave in any of the following categories are eligible to receive a priority for travel on commercial airlines within the U. S. continental limits:

- Personnel earmarked or alerted for duty outside the U. S. who have been granted what is intended to be their last leave prior to departure.
- Personnel who have returned to the U. S. on leave from an overseas station or sea duty and who, upon issuance of such orders, will immediately return, after completion of leave, to duty outside the continental U. S. (Servicemen arriving for temporary duty in the U. S. from overseas will not be considered eligible.)
- Personnel who have been granted leave, due to the death or illness of a relative or for some other situation of comparable urgency.

The following statement must be presented at the time of making the reservation on the commercial airline to secure a priority:

"Pursuant to Section 1, Circular No. 372, War Department, 1944, priority for transportation by air within the continental limits of the United States during the period . . . (date) . . . to . . . (date) . . . is authorized for . . . (rank or rating, full name, and Navy serial number) . . . subject to provisions of existing air priority directives and War Department circular pertaining thereto." (Signed: name, rank or rating and organization.)

Since one copy of that statement must be surrendered for each separate flight when making reservations, servicemen should make certain that they have sufficient copies to cover the number of flights contemplated.

In the event it becomes necessary for personnel to cut their leave short due to emergencies or unforeseen circumstances, COs may authorize air priorities for such personnel by wiring the following statement to them for presentation to the airlines: "Pursuant to Section . . . Circular 372, WD, 1944, air priority is authorized for return to . . ."

(For further details see BuPers Circ. Ltr. 52-45; NDB, 28 Feb. 1945, 45-205).

Officers Leaving Service to Retain Qualification Jacket

Upon separation from the service, an officer is to retain his qualification record jacket as part of his personal file. He will be jointly responsible with the office of the activity holding the jacket for insuring its delivery to him upon detachment. This procedure was announced by BuPers Circ. Ltr. 63-45 (NDB, 15 Mar. 1945, 45-258).



Painter (AGC, Brooklyn, N. Y.)

"Does it make you nervous to have someone read over your shoulder?"

Additional Specialty Mark Authorized; Rules Changed on Distinguishing Marks

The specialty mark illustrated here has been authorized for Storekeeper V (aviation storekeeper) by BuPers Circ. Ltr. 65-45 (NDB, 15 Mar. 1945, 45-260). This insignia is now being manufactured and will be available in the near future.

Other changes put into effect by the directive are:

- Cancellation of the distinguishing marks for seaman fire controlman, seaman signalman and seaman radio-man.
- Revision of the regulations to permit only steward's mates, hospital apprentices, buglers and graduates of Class A schools to wear specialty marks as distinguishing marks. Those insignia are to be worn on the right or left sleeve, as prescribed for the badge of the rating, halfway between the shoulder and elbow.

Wave Officer Training Shifted to Washington

Training facilities for Wave officer candidates will be established this month in Washington, D. C., replacing the Reserve Midshipmen's School for Waves at Northampton, Mass., which has been decommissioned.

Approximately 15 candidates will be trained each month, most of them from enlisted ranks. While in training they will retain their enlisted ratings and will continue to receive their enlisted pay and family allowances rather than being appointed midshipmen.

Upon successful completion of the four-weeks course, approximately six will be commissioned in the Supply Corps and nine in the Hospital Corps and as line officers.

Details on requirements for enlisted Waves to be eligible for officer-candidate training are contained in BuPers Circ. Ltr. 59-45 (NDB, 15 Mar. 1945, 45-254).

First of 1945 Editions of Aviation Training Courses Now Ready for Distribution

During the coming months, 1945 editions of the aviation training course manuals, NavPers 10300 series, will reach Navy, Marine Corps and Coast Guard activities.

These 1945 editions DO NOT render the 1944 editions obsolete. Necessary changes, corrections and additions are being made in the 1944 texts and illustrations in line with the general program of frequent revision of aviation training manuals each time supplies are printed. The aviation courses represent the joint endeavor of the Naval Air Technical Training Command and the Training Activity, BuPers.

The following titles of the 1945 editions are now ready for distribution: Aircraft Instruments, NavPers 10333; Aircraft Propellers, NavPers 10336; Photography Vol. I, NavPers 10371; Photography Vol. II, NavPers 10372.

1945 editions of these titles will be ready for distribution this month: Blueprint Reading & Layout Work, NavPers 10305; Aircraft Electrical Systems, NavPers 10315; Advanced Work in Aircraft Electricity, NavPers 10316; Airplane Structures, NavPers 10331.

1945 editions of the following titles will be ready by 1 June: Advanced Work in Aircraft Radio, NavPers 10314; Aircraft Engines, NavPers 10334; Aerology Vol. II, 10362.

These will be automatically substituted for the 1944 editions when warehouse supplies of the latter are used up. Further announcement regarding 1945 editions of other titles in the series will be made at a later date.

Where to order training courses for advancement in rating: Vessels and activities in the East Coast area, address Training Activity, Bureau of Naval Personnel, Washington 25, D. C. Vessels and activities in the West Coast area, address Director of Training, 11th Naval District, San Diego. Vessels and activities in the 14th Naval District area, address Director of Training, Pearl Harbor, T. H.



Nabs and Bolts (NAAS, Oakland, Calif.)

"No, sir, I don't sleep in this uniform. I sleep in my other one."

INDEX FOR APRIL 1945 ISSUE



THIS MONTH'S COVERS

• **FRONT COVER** (and above): Marines of 28th Regiment, 5th Division, raise the Stars and Stripes on the summit of Iwo's bloody Mt. Suribachi. For the story behind the picture see page 6. [Photograph from Press Association, Inc.] • **INSIDE FRONT COVER**: Helldiver bombers and Avenger torpedo planes huddle on the deck of a first-line carrier as aviation machinist's mates check them for next day's operations. [Official U. S. Navy photograph.] • **OPPOSITE PAGE**: In Lapog Bay, Luzon, P. I., a near miss splashes off the bow of a Jap merchantman already afire from a direct hit by carrier-based planes. [Official U. S. Navy photograph.] • **BACK COVER**: Based on poster produced by Training Activity, BuPers.

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with 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.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 25th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly. Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

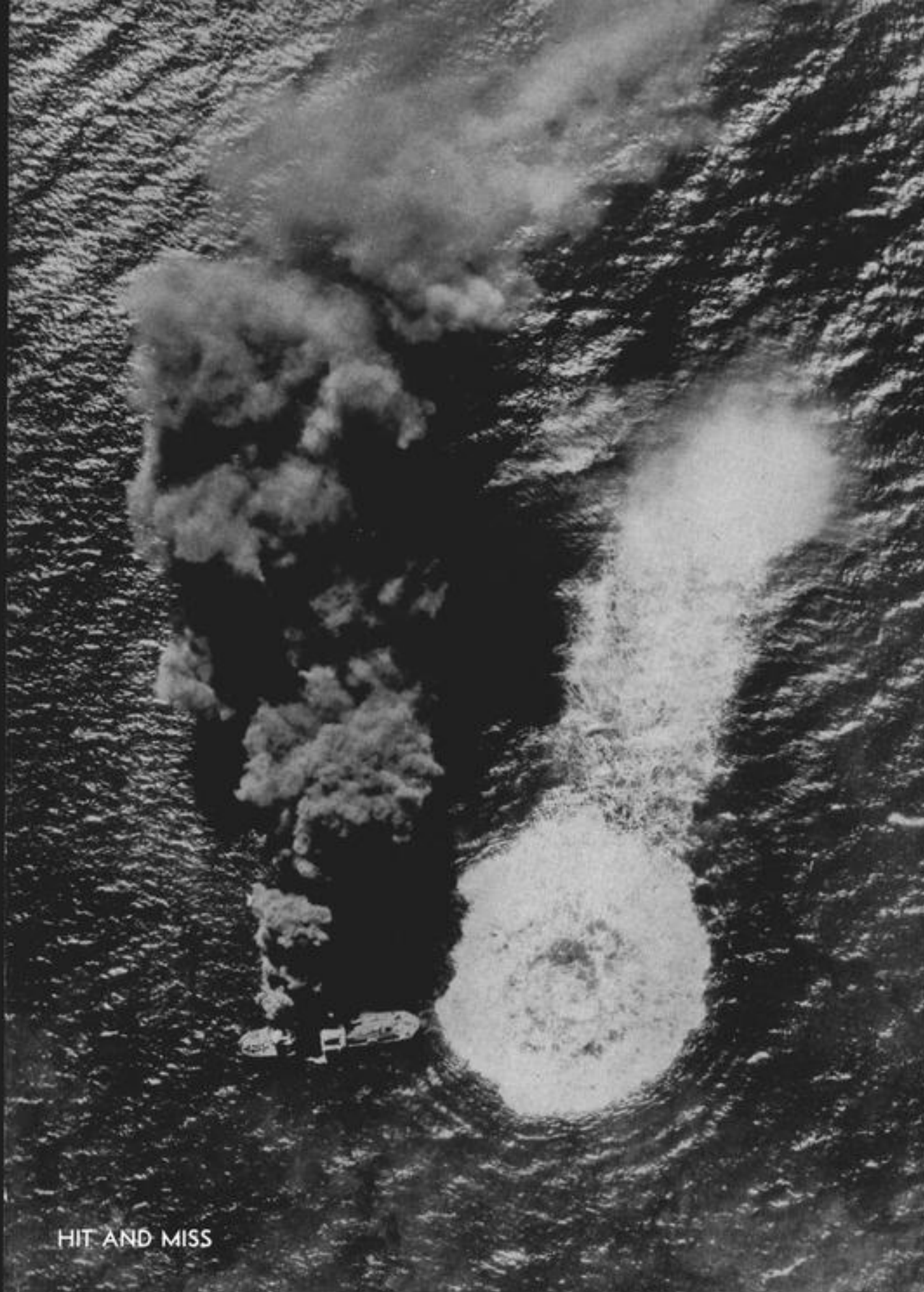
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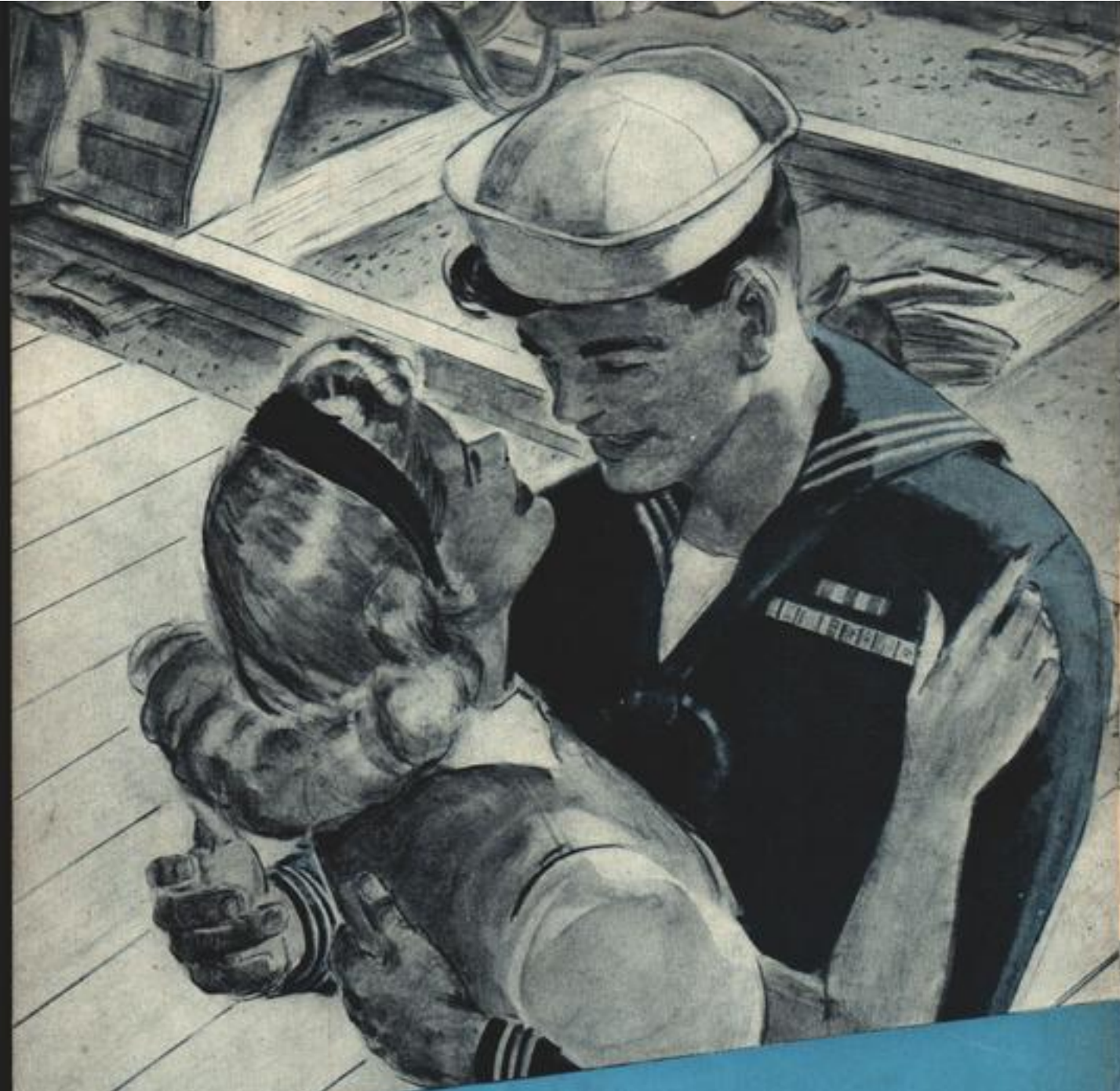
THE INFORMATION BULLETIN IS FOR

ALL HANDS

... PASS THIS ONE ALONG AFTER YOU HAVE READ IT



HIT AND MISS



She'd rather have you than a souvenir!

If you don't care whether you get home in one piece, don't read this. But men are being needlessly killed or wounded by "harmless" souvenirs they pick up on battlefields—Jap grenades, mortar shells, rifles, pistols, bomb fuzes. And their folks at home are being killed or maimed by innocent-looking trophies sent home from overseas . . . several killed and a dozen wounded during a single month . . . a 13-year-old boy with his right hand gone . . . two boys, 14 and 10, killed as they examined a mortar shell. If you want to get home intact yourself—and if you want to protect those at home—remember this: death is too high a price to pay for any souvenir.