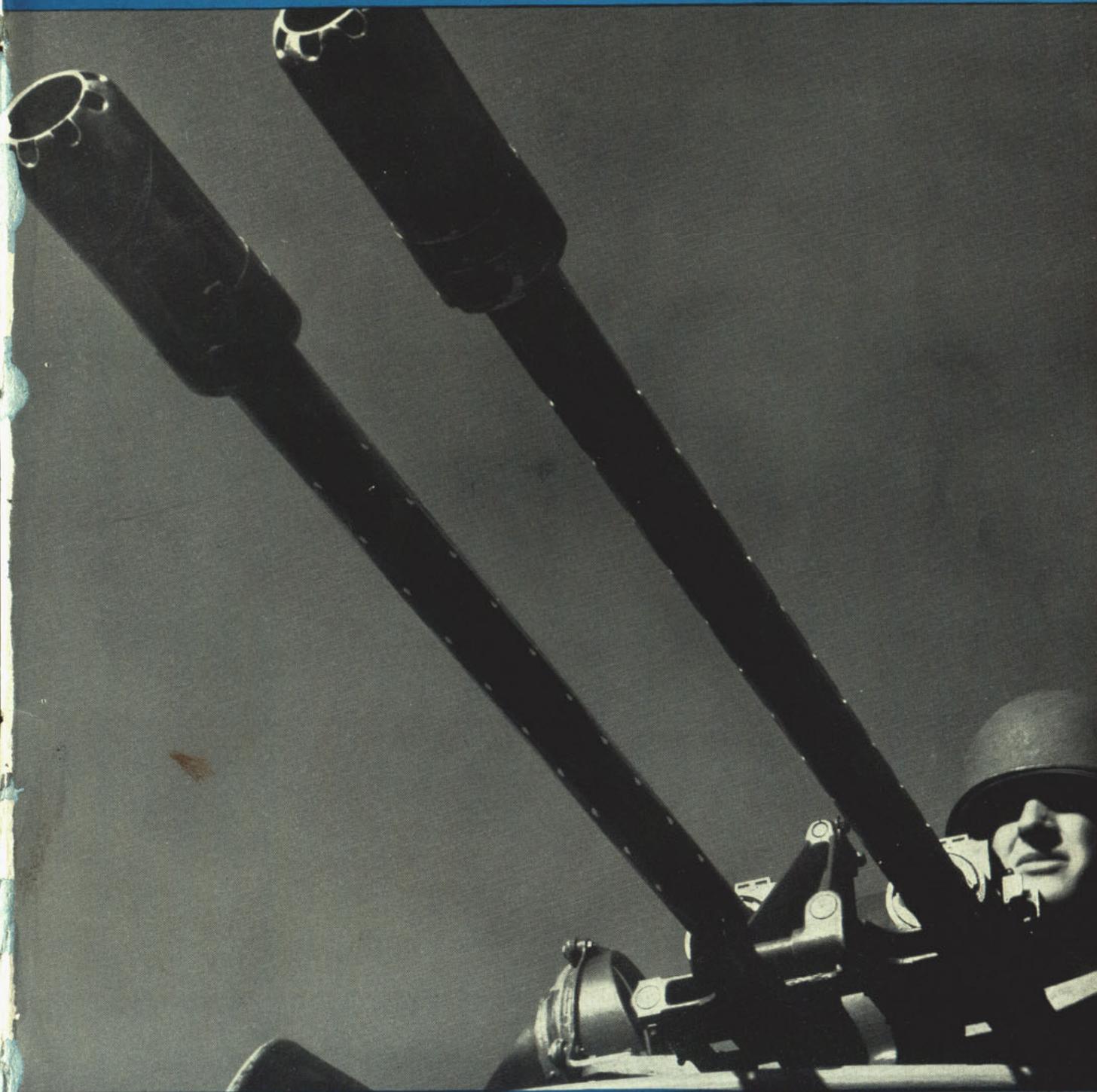


BUREAU OF

APRIL 1943

NAVAL PERSONNEL

INFORMATION BULLETIN



TWIN-MOUNTED MACHINE GUNS



SNC-1 (Training) Planes on a U. S. Field

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

APRIL 1943

• NUMBER 313

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The Chief of Naval Personnel

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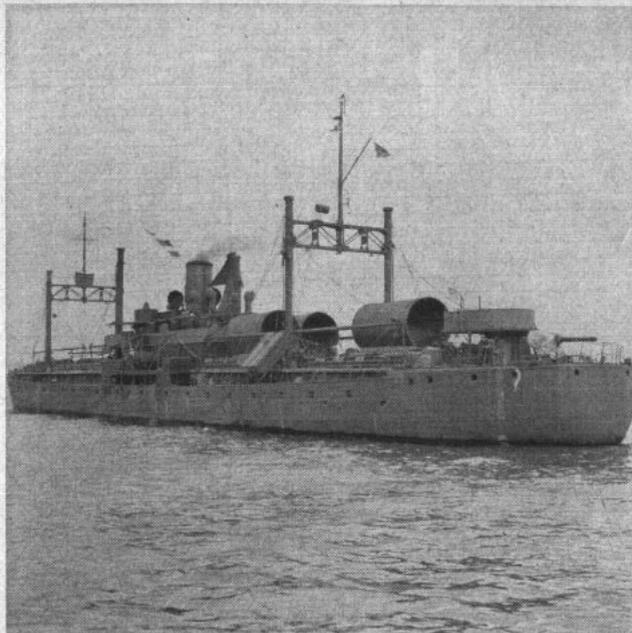
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This magazine is published monthly in Washington, D. C., by the Public Relations Division of the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. Because copies cannot be furnished all personnel individually at present, it is requested that each copy be given as wide a circulation as possible. It is suggested that readers pass along their copies when they are finished. To further publicize the contents, ship and station papers may desire to reprint pertinent material from the Bulletin. All activities should keep the Bureau informed of how many copies are required. While the Bulletin is published for the guidance of the Service, the authority for all information contained herein is the particular order or directive on which the information is based. Articles of general interest may be forwarded to the Editor via official channels.



IN FISCAL 1942, Secretary Knox reported, nearly \$7,000,000,000 was appropriated for aviation . . .



. . . while the Navy supervised an 8-billion lend-lease program, half of which was for ships . . .

The Navy's Growth in Fiscal 1942

Secretary Knox's Annual Report Reveals Fleet Will Be 'Permanently Enlarged'

THE Navy's seven-sea fighting force will be in active service before the end of 1945, fully 2 years ahead of schedule, Secretary of the Navy Frank Knox revealed in March in his annual report to the President. Previously it had been expected that at least some of the new warships might not be ready for combat until 1946 or 1947.

"Under the impact of unprecedented war," the Secretary of the Navy said, "fiscal 1942 (period of time covered by the report) dissipated all previously conceived beliefs that a two-ocean Navy would be enough.

"Now it is realized that no Navy will be sufficient which permits less than the most ships and planes equipped with the hardest hitting weapons and manned by the best trained officers and men, in any area throughout the world where enemy forces may be met."

Secretary Knox stated that the war had justified "the combat methods upon which the long-range planning of United States naval aviation for years had been based."

He continued that "a vast program for the construction and conversion of

new aircraft carriers gave promise of the realization of these plans—the achievement of the strongest striking force in the history of naval warfare."

The Statistics

The Navy, during the fiscal year ending June 30, 1942, spent or committed itself to spend \$31,890,136,780, Navy ordnance alone spending more than \$2,000,000,000—a 550 percent increase over the previous year, the report stated.

Private yards building Navy ships increased from 108 to 293; the authorized quota for planes was jumped from 15,000 to 27,500, and the number of pilots went from 4,525 to 11,240.

The report showed that 235,378 more civilians were hired, making a total of 462,388 civilian workers, including industrial workers in plants and shipyards.

In general terms, nearly \$8,700,000,000 was approved for ships during the year and also for defense installations, while nearly \$7,000,000,000 went for naval aviation. The aviation program was analyzed as follows: \$6,989,444,100 in authorizations; \$3,941,522,399 for aircraft and facilities

on order, and \$812,728,915 worth delivered and paid for.

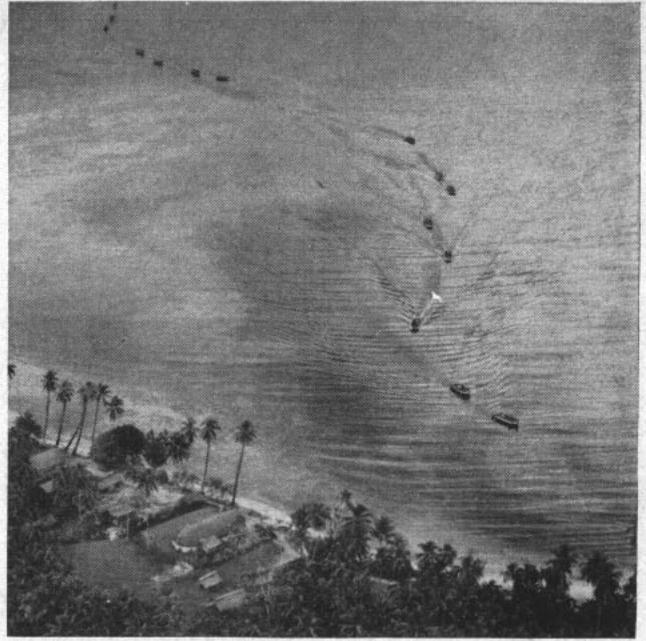
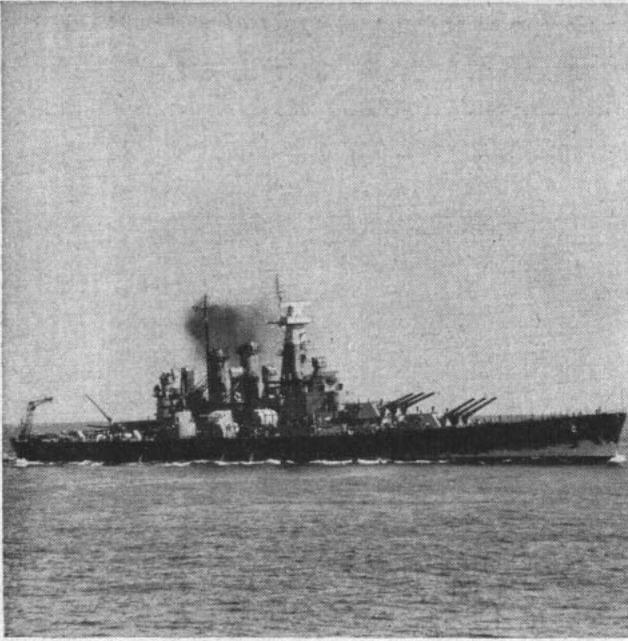
About 3,000 contracts and supplementary agreements were awarded for shore construction, amounting to \$1,871,724,000. An additional \$752,431,000 was available for prospective contracts at the close of the year and legislation to provide \$794,634,000 was pending in Congress.

The Lend-Lease Program

Under Navy supervision, an \$8,000,000,000 lend-lease program, including a \$3,900,000,000 shipbuilding program, most of which was "well under way" before the year ended, was carried out, the Secretary reported.

The Navy procurement branch, Mr. Knox said, on receiving authority in March, 1942, from the War Production Board to clear contracts, had reviewed in the ensuing four months 3,222 contracts totaling \$8,887,090,000. The procurement branch was "able to expand sources of supply, effect savings in costs and save critical materials by revising specifications."

Battleship building included launching of the 35,000-ton *Massachusetts* and *Indiana* and commissioning of



... and two more 35,000-ton battleships of the class of the North Carolina (photo) were launched ... as the Navy's efforts were concentrated on fighting an amphibious war. Photo: Guadalcanal.

the *Massachusetts*, *Indiana*, and *South Dakota*, with the *Alabama* rapidly nearing completion.

The Secretary of the Navy noted that the 1942 fiscal year had marked the end of the first six months of war, "bitter months in the chagrin over Pearl Harbor's disaster on December 7, 1941."

He went on to relate how the Navy had won the victories of the Coral Sea and Midway Island and how the Japanese had lost their "big chance" to establish themselves closer to continental United States at the battle of Midway. The enemy's losses, including four aircraft carriers, were crippling, he stated.

"It would not be possible to over-emphasize the value and the valor of naval aviation's contribution to these first six months of the war," Mr. Knox continued.

"Years of planning and training in naval aviation paid dividends when they were most needed as our fliers and their Marine Corps comrades smashed the Jap's bid to cash in on his Pearl Harbor success by establishing himself menacingly closer to continental United States."

The Submarine War

Mr. Knox reviewed the streamlining of the central naval command after Pearl Harbor, when the Commander in Chief of the United States Fleet was put in supreme command of all operating forces of all the fleets.

"Swept into a submarine warfare of unprecedented viciousness," Secretary Knox said, "the Sea Frontier forces fought with every available weapon and laid the foundation in new building and new methods for the time when enemy submarines would be forced far out to sea and our coastwise traffic lanes would be almost immune from attack."

Looking toward the post-war era, Mr. Knox stated that the Navy did not plan to shrink back to pre-war dimensions.

He said that the civilian force would be reduced "to a level comparable with the needs of the department in the exercise of its normal functions, but this is not to infer that we shall be able to return to the old low levels of 1938."

"The department must be guided in its plans for post-war retrenchment by the requirements of a permanently enlarged fleet," the Navy secretary said.

All the Navy's efforts, Mr. Knox said, have been concentrated on producing that "total adequacy to fight" and win what he called "the four-dimensional war of our enemy's choosing—land, sea, air, and the blending of them all into the amphibious."

In the last two years, he noted, the construction of 5,675,000 tons of naval craft has been authorized, in addition to some small increases ap-

proved by Congress soon after the European war began.

"The over-all ship production program was scheduled for completion in 1947," he continued, "but speeded up construction has broken all previous records, and it is now expected that, except for some large units upon which work has been suspended due to material shortages and the length of time required to build, the entire authorized tonnage will have been commissioned and put into active service before the close of 1945."

In the early months of the war in the Atlantic, Mr. Knox stated, the Navy's ability to escort convoys was taxed to the utmost and that situation provided the opportunity for Axis submarines to "inflict serious losses on coastwise shipping in American waters."

"These high merchant vessel losses were sustained up to the end of the fiscal year, by which time, however, the rush-production of antisubmarine vessels—both aid and surface—began to produce results."

New-Model Planes

Declaring that "naval aviation became of age as this nation was suddenly plunged into a global war that has proved for all time the importance of air power in modern combat," Mr. Knox reported that "new and improved models of all types of planes

(Continued on page 34)

Excerpts from SecNav Fiscal 1942 Report

The following are direct quotations from Secretary Knox's report:

The average age of new recruits for the Regular Navy was 18.69 years. The average age of enlisted men accepted for the Naval Reserve was 24.17 years.

An adequate supply of pilots for the growing air force was supplied by the establishment of aviation pre-flight schools at four colleges, and the operation of 15 naval reserve air bases providing primary flight training, two intermediate flight training stations, and 14 operational training centers.

Sixty-five million words were sent or received during the fiscal year by Navy radio, Washington, 22 percent of which was for other Government departments. In view of the critical materials needed in the telephone industry, every effort has been made to economize on the number of newly leased telephone and teletype lines which war conditions have necessitated.

During the year arrangements were made with other Government departments and agencies to provide instruction in conversational Spanish to Navy officers.

During the coming academic year study of the Russian and Japanese languages will be added to the curriculum of the Naval Academy.

The outstanding work of the naval radio station at Corregidor should not go unnoticed. Until captured by the enemy it provided continuous communications between that place, the United States, and fleet units.

The war has thrown upon the Hydrographic Office such a demand for air and navigation charts that output for one month now exceeds that for any two former years in the history of the Navy. The Office printed more than 13,000,000 charts and miscellaneous publications during the fiscal year.

The commissioning of officers from civilian life has been speeded up by changing the method by which applications are handled. The procurement program was removed from the supervision of the commandants in the naval districts and placed directly under the supervision of the Bureau of Naval Personnel. Naval officer procurement offices were established in each naval district in accessible locations in the centers of population.

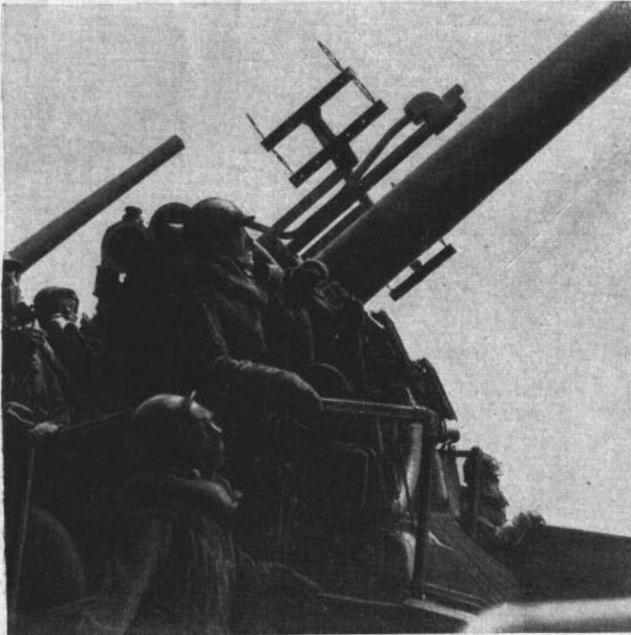
The program has resulted in a gratifying surplus of applicants for Reserve commissions. There has been no difficulty in obtaining a sufficient number of specialists such as medical, dental, supply, civil engineer, and chaplain corps personnel, and of officers for line duty.

The issuance of ocean pilot charts to lifeboats was begun at the start of the war by the Hydrographic Office to improve chances of rescue of survivors of torpedoings and other shipwrecks. One of these charts is now, by law, kept in every lifeboat of merchant and naval vessels.

Although the Navy is operating in all parts of the world, in all climates, and under the stresses of war, the health of the Navy in general has been exceptionally good. This is due in part, no doubt, to the careful physical selection of the officers and men of the Navy, and to constant efforts in the field of preventive medicine.

The venereal disease rate is the lowest in the history of the Navy.

(Continued on page 34)



COMING from our arsenals in Fiscal 1942 were "weapons capable of shooting farther, higher, harder, faster." . . .



—Official U. S. Navy Photographs.
. . . and the Battle of Midway, where U. S. flag was raised amid shot and shell, proved the power of the Navy.



—Official U. S. Navy Photographs.

SOME OF THE CREW which sank 13 Jap ships, with flag made by them commemorating their success. In center of flag is submarine's own symbol. Rising suns with beams indicate enemy warships sunk; rising suns without beams indicate merchant vessels. Front row left to right, Carlos Tulae, 29, OS2c, Cavite, P. I.; Lt. Corwin G. Mendenhall, USN, 26, Anahuac, Tex.; Weldon E. Moore, chief signalman, 34, Colorado Springs, Colo.; Lt. John H. Turner, USN, 29. Back row, left to right, John J. Pepersack, chief electrician, 42, Baltimore, Md.; A. W. Coulter, QM3c, 20, St. Louis, Mo.; K. E. Waidelich, SM3c, 21, Jackson, Mich.; Charles Colaman, MoMM2c, 24, Philadelphia, Pa.; John D. Swift, EM1c, 25, Newfane, N. Y.; Ralph S. Austin, MM2c, 21, Springtown, Tex.; F. J. Dyboske, CEM, 33, Rockford, Ill.; C. A. DeArmond, MM1c, 30, Denver, Colo.

One Sub's War Against the Japs

An Eyewitness Story of a Year
Of Night Fights in Enemy Waters

LT. COMDR. LUCIUS HENRY CHAPPELL, usn, strolled from the Manila Army-Navy Club to his ship with the conviction that he'd never forget this day. For the first time in his life, he'd rolled five aces in a liar dice game!

He remembered the day, all right. It came back to him, time and again, during that next year of darkness. He remembered it, squatting on the

surface outside a Japanese harbor, waiting for a fat tanker to come pushing through the inky sea, into range. He remembered it, deep down in the Pacific, listening, as a whole Jap battle fleet throbbled by directly overhead. He remembered it, crash-diving into the bosom of the sea as a covey of enemy destroyers converged on the roil of water that marked his last position. He remembered it that

whole year, during which the sky he saw was the crimson sun, pale in the moonlight, on the flag of Japanese ships churning into the silvery path of his torpedoes.

But it wasn't because of the five aces that he remembered it. The day was December 6, 1941. Across the international date line, it was December 7.

Back on his submarine, Lieutenant



CARRYING the flag that bears replicas of Japanese flags for each enemy ship sunk by his sub, Lt. Comdr. Lucius H. Chappell grins upon reaching home port.

Commander Chappell retired to his cabin and went to bed.

Early in the morning, while it was yet very dark, the bluejacket on watch came down to the officer of the deck's station and handed that officer a dispatch.

The bluejacket said, "Excuse me, sir—you'd better read this immediately." His voice was queer.

The officer of the deck took the dispatch and read it. "Japanese attacked Pearl Harbor this date. Execute orders * * *"

The execution, as Lieutenant Commander Chappell described it later, was a masterpiece of simplicity. "We got to hell and gone out of there."

The Shadow Moved

Lieutenant Commander Chappell won't admit it for a minute, but those

first weeks must have been fierce. Beyond the bare knowledge that the war was on, and the basic instructions necessary to carry out his mission, he knew nothing whatever of what was going on. The exigencies of the situation made silence imperative, and the only news source his submarine could tap was Radio Tokio, which, he suspected correctly, occasionally strayed from the unvarnished truth.

When the submarine had sunk the impressive total of 10 Jap cargo ships and three warships, Lieutenant Commander Chappell looked back at those early months and flicked them aside as "quiet duty—really no fun at all."

At the time, though, it didn't seem so quiet. There was that first contact, Lt. Corwin G. Mendenhall,

USN, 26, of Beaumont, Tex., had the deck, and they were surfaced, gliding through the night, in Jap waters. Presently there was a deepening of the blackness in one direction. As Mendenhall watched it, it moved * * *.

"He let out a yell you could hear all over the ship!" Lieutenant Commander Chappell related. "He said he had a ship—and he did!"

As the submarine's captain apologetically put it they were "young and foolish" then, and unschooled in the ways of combat. They got two torpedoes into the ship, but the Jap maneuvered around, and managed to get away.

"He Just Dropped His Nose"

The submarine continued into port—and there they heard, for the first time, the fact of Pearl Harbor, and the way the war had been going those first couple of months. They left port in a black mood.

They found the next Japanese ship at 10 o'clock one morning. "At first we thought we'd take a shot at him right away," Lieutenant Commander Chappell said. "But we couldn't get in position. He was on a regular patrol. We simply went to the spot where we figured he'd be at 5 o'clock, and waited till 5 o'clock. Sure enough, there he was. We kept our bow on him until the range was right, and put a salvo of torpedoes into him. He just dropped his nose quietly under and sank. We dug down deep and got out."

But they didn't go far. They believed there were big things cooking inside the bay, because the Japs were maintaining a strict vigil.

Next day Lieutenant Commander Chappell, his eye glued to the periscope and the periscope glued to the harbor entrance, was elated to see a big transport come steaming out.

The transport was fast, however, and the submarine couldn't get in position for a solid shot. The torpedoes were launched, but missed.

"The Japs sent out a half a dozen boats after us, but we gave 'em the slip," Lieutenant Commander Chappell said.

It was dead certain, now, that if the force inside the bay could dispatch a fleet of destroyers to stalk a single submarine, there were things still in there worth waiting for.

A few nights later, a procession of three ships came out under the watchful submarine periscope. An aircraft carrier, with the cruisers guarding her flanks. The submarine closed in for the attack. But the carrier, like the transport of a few days before, was churning the sea with all the might of her huge engines, and before the submarine could move into position she was safely by.

But one of the cruisers swept by in easy range, and Lieutenant Commander Chappell put his bow toward her and launched his fish. The explosions shivered the submarine as two of the torpedoes connected. The cruiser didn't go down, but she was clearly in deep trouble as she made off.

"As a Hound Points a Pheasant"

Lieutenant Commander Chappell, watching through the periscope, noticed that the three big ships, instead of taking after him, scattered and fled in different directions, clearly anxious to get on their way. This, to a naval officer, was significant. It meant an operation was under way of such magnitude that a lone submarine could be written off as relatively of no importance.

The submarine's skipper nosed his boat back toward the harbor entrance. He didn't have long to wait. A destroyer soon came speeding out of the harbor, then another, and another. There were six of them, all in a row.

Lieutenant Commander Chappell then committed what he considers a grave strategical error. He closed in for an attack on the destroyers, and thereby missed a chance of the kind submarine men dream about.

He was getting ready to pick off one of the destroyers when it spotted him. The destroyer pointed him as a hound points a pheasant, and the whole pack of destroyers bore down on him.

The submarine submerged.

"And then," said Lieutenant Commander Chappell, "I had probably the bitterest disappointment of my life."

For as they lay there, inert and barely buoyant, with their presence known and six destroyers waiting for the first sign of her on the surface, they heard the throb of propellers much heavier than any destroyer—louder and louder until they must have been directly overhead, then dying in the distance. Again they came, and again and again.

An entire Jap battle force passed by them as they lay there and couldn't move a muscle! When they

got to the surface, the fleet was gone, and the bay was empty.

The submarine moved on to another position, surfacing by night, skulking about by day with just the tip of the periscope out of the water, watching and waiting and hoping. They saw an occasional small craft, nothing worth squandering torpedoes on.

One day a power line went dead—snapped in two by vibration. The trouble was located in a live-wire control panel. There were two ends of a live wire dangling loose, ready to spit 240 volts of jolting current on contact.

"But emergency repairs had to be made immediately," Lieutenant Commander Chappell said. "Somebody had to go in there and work on that live circuit. The man who volunteered was my chief electrician's mate, John Joseph Peppersack, 42 of Baltimore, Md. Without the least hesitation he hopped into that panel—went right into it bodily. I was watching all the time. It looked as

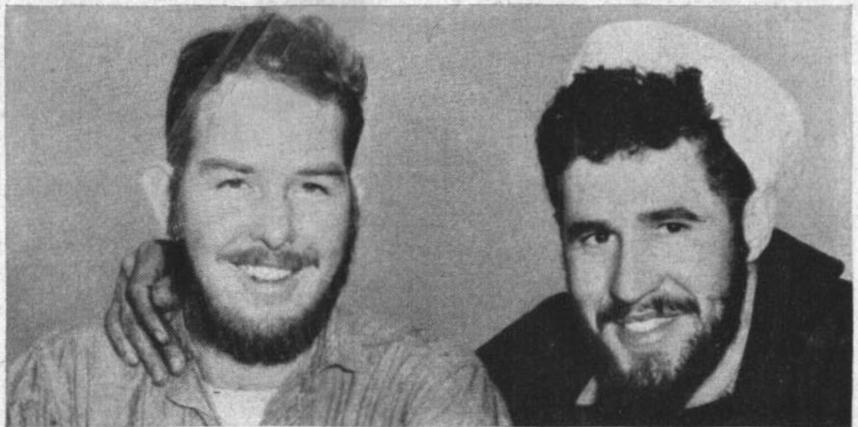
though every time he'd touch anything a blue arc of current would snap out. Why he wasn't electrocuted, I'll never know. But he got it fixed up, and quick." For that piece of work, he was promoted from chief petty officer to warrant officer.

There followed a session in which nothing exciting happened for a long time. They got down to their last torpedo, and went into port to restock, came out again, and fell in with a convoy of three ships. They sank one and left another in a highly critical condition.

"Lookouts All Over the Ship"

A few days later the submarine was in the South China Sea. The weather was calm and beautiful and a convoy of three ships was plowing along under the midafternoon sky. The underseas craft got her nose around and put a couple of torpedoes into the lead ship. They ripped a big hole in her side but didn't stop her engines. The submarine watched her pass by,

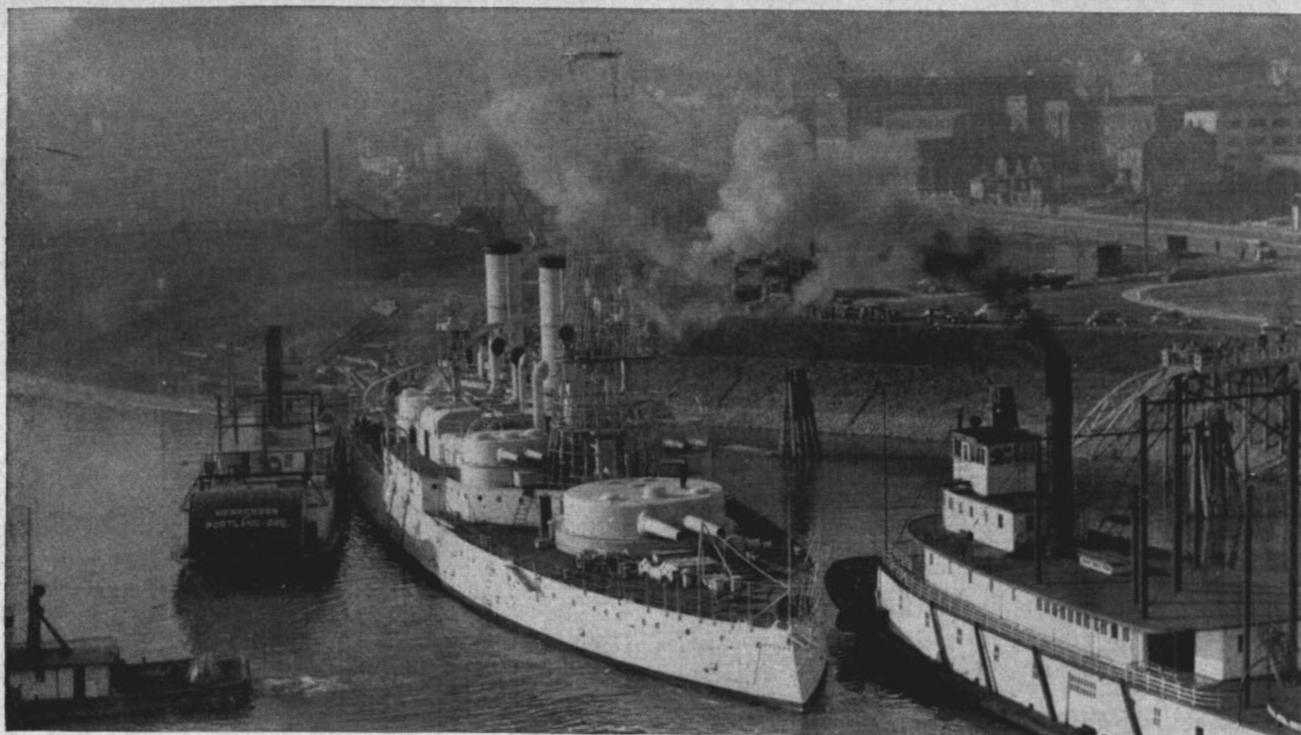
(Continued on page 35)



BEARDS were worn after submarine's long voyage by C. W. Thompson, TM2c, Tacoma, Wash., left; G. H. Boos, TM1c, Golconda, Ill., right.



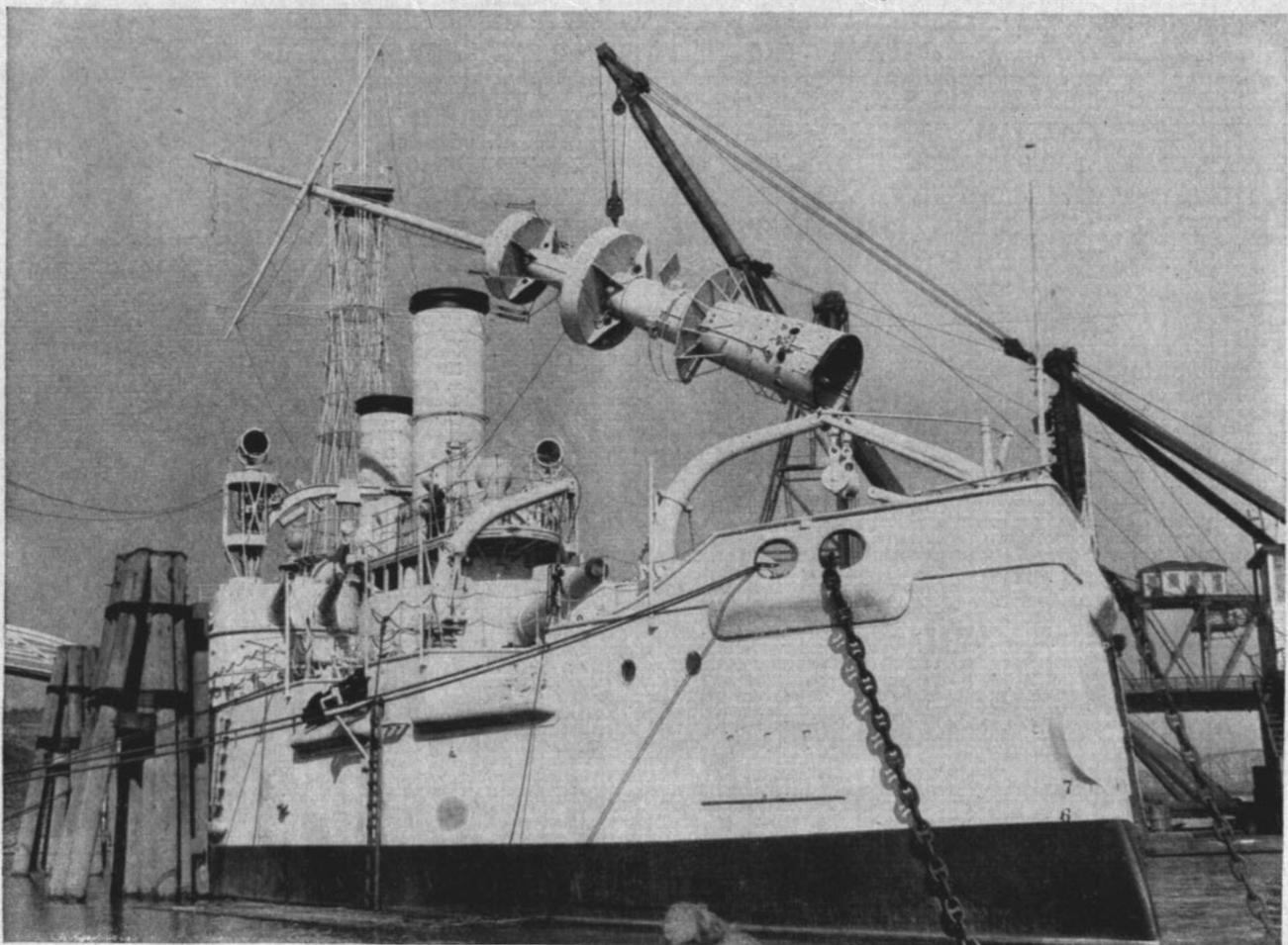
MORE OF THE CREW: Left to right, J. W. Donaldson, TM1c, 28, Youngstown, Nev.; L. P. Larson, TM3c, 21, New Brighton, Minn.; Henry Van-Beest, S2c, 22, Fulda, Minn.; R. L. DeMonge, TM2c, 21, Fayetteville, Ohio; R. O. Wyatt, GM3c, 23, Los Angeles, Calif.; Philip Dolan, TM3c, King's Park, Long Island, N. Y.



Back to the wars: The U. S. S. "Oregon," famed 10,000-ton battleship of the Spanish-American War, as she was towed by two stern-wheelers from Portland,

—Press Association.

Oreg., to Kalama, Wash., where she is being dismantled for scrap. Below, a mast is removed.





—Official U. S. Navy Photographs.

ABOARD SHIP: Good eyes mean safety.

Guarding the Navy's Eyes

Above, and On—Even Under—the Sea,
20/20 Vision Is a Priceless Asset

GOOD vision is absolutely essential to the efficiency of naval personnel. Whether it be watch duty, gunnery, computation, instrument reading, machine work, or study in preparation for any of these or other naval duties, ability to see quickly and accurately and without undue strain to the visual apparatus is an almost continuous requirement. Candidates for the Navy are therefore carefully selected with visual efficiency playing an important part in the selective process. To realize the extent of this selection one need only visualize a group of 200,000 male industrial workers who are desirous of enlisting in the United States Navy. Upon examination of that group it is very likely that over 40 percent would have to be rejected because of diminished vision alone.

Naval personnel must then consider themselves a selected group, endowed by nature with much better than average eyesight, and engaged in a type of work which, though very demanding upon the eyes, nevertheless provides a well-balanced combination of close eye work alternating with periods of distant vision which should make the maintenance of nor-

This article was prepared especially for the INFORMATION BULLETIN by the Bureau of Medicine and Surgery.

mal vision perfectly possible quite late into life. The obvious duty of the individual is to protect and safeguard in every way possible the eyesight with which he was so fortunately endowed, and for which the Navy has such urgent need.

Safeguarding Against Infections and Intoxications

The virus that causes keratoconjunctivitis, the virus that causes trachoma, the gonococcus which causes gonorrhoea, and a host of other agents associated with colds, boils, grippe, and pneumonia may under a variety of conditions contaminate our hands. Transfer of these infections to the eyes through the process of rubbing the eyes with the hands is a definite and preventable hazard. Itching of the eyelids and eyeballs is a very common eye strain symptom and to rub the eyes when they itch and burn

often seems to give temporary relief. The secondary result of such rubbing is, however, very apt to be increased congestion, infection of the conjunctivae with virus or bacteria, or infection of the lid borders with staphylococci which produce pustules or generalized infection all along the edges of the lids. Rubbing of the eyes with unwashed hands should be definitely avoided. If, however, the burning and itching are such as to demand action the use of boric acid eyewash in an eye cup or the use of clean cold water applied with clean hands to the closed lids will often give relief without any accompanying danger from infection. The relief from styes and other lid infections which so frequently follows the fitting of the eyes to a pair of glasses is very likely the result not only of reducing the eye strain and therefore the itching and the tendency to rub the eyes but also it is the result of having over the eyes in the form of the new glasses something that acts as a continuous deterrent to the eye-rubbing habit.

Not all infections of the eye are the result, however, of transmission by hands. Viruses and bacteria are oftentimes present in the moisture droplets



CLOSE WORK should be avoided when eyes are tired.



FOR NIGHT VISION, eat carrots, spinach, fish, milk.



DARK GLASSES cut glare of the sea.

coughed and sneezed into the atmosphere. At one time we assumed that all such moisture droplets would quite promptly sink to the ground or floor and be no longer dangerous. Recent studies have shown, however, that those droplets less than 0.1 millimeter in diameter, under ordinary atmospheric conditions, will often evaporate off their moisture before falling the height of a man. The remaining droplet nuclei may contain many thousand bacteria or viruses and yet be light enough to float in the air for several hours or even days. Lighting upon the conjunctivae of the eye or the mucous membrane of a nose and throat such droplet nuclei with their contained infectious agents will be met, it is true, by tears and mucus which are antiseptic in their action, but the possibility of infection is undoubtedly a real one and points to the necessity for general observance of the hygienic rule to catch all coughs and sneezes in one's handkerchief.

When infections occur in the eye in spite of precautions against them a visit to the medical officer should be promptly made and an accurate diagnosis established if possible. While many of these infections are comparatively benign and short-lived all of them call for certain temporary limitations in the use of the eyes while they are congested, many of them can be definitely hurried in their cure by the use of specific metallic salts, some (such as pneumococcus and gonococcus infections) tend to produce perforating ulcers in the cornea followed by permanent scarring, and at least one (trachoma) tends to cloud the cornea and form bothersome granulations unless promptly and properly treated.

Various drugs are known to have a selective and specific toxic effect upon the retina of the eye. Though the list

of such drugs is a long one including chloral, iodoform, carbon disulphide, wood alcohol, cannabis indica, and others, the two that are of greatest importance are ethyl alcohol and nicotine. These two taken over a period of years in the form of alcoholic beverages and tobacco chewed or smoked, have been found to act together in certain persons over 35 years of age to cause first dimness of vision, and then loss of the red-green color vision and eventually even more severe handicapping of vision. In view of the fact that the alcohol and tobacco tend to produce their first toxic effects upon that part of each retina which is the seat of highest visual activity, it is obvious that naval personnel, particularly on sea duty, cannot afford to use either alcohol or tobacco in large quantities or to experiment to find their limits of tolerance.

Safeguarding Against Industrial Eye Hazards

If we define blindness as the inability to count fingers held three feet away from the eyes, it has been estimated that there are approximately 100,000 blind persons in the United States. Of these 100,000 blind, approximately 15 percent are blinded as the result of industrial accidents.

The greatest hazard by far is that of flying particles striking in the eye and lodging on or imbedding in the cornea. Chips from emery wheels are apt to be red hot and therefore sterile when they strike. The chief danger of such chips then is that in their attempted removal by a fellow worker who has dirty hands and perhaps only a tooth pick or the corner of a far-from-sterile handkerchief to work with, infection is introduced which will lead to ulceration, perforation, inflammation of the eyeball, and even total loss of the eye. Such foreign bodies should be

removed only with sterile instruments and under aseptic precautions. Chips from the head of a cold chisel or from any small hand tool that "mushrooms" are more dangerous than chips from emery wheels, first because they are not sterile when they strike, second because oxidation of either steel or brass particles results in the formation of products that are irritating and tend toward ulcer formation. Chips of stone or splinters of wood are very apt to carry infection with them and they also offer the disadvantage of not being removable by the use of the electromagnet. Glass particles tend to be difficult to see, but they exert surprisingly little irritative action.

Splashing liquids such as acids, alkalis, and molten metals are hazardous to the eyes. Particularly to be guarded against are the alkalis which tend to penetrate and spread out in the cornea, thus causing in turn large dense scars in the healing process and permanent interference with vision.

Radiant energy in the form of heat rays or infrared rays is absorbed by the aqueous and vitreous humor and does not reach the retina of the eye. It does, however, penetrate both the cornea and lens. Over exposure of the eyes to such radiant energy from hot glass or metals if continued may result in the formation of permanent opacities or cataracts in the cornea or lens. The shorter rays such as the roentgen rays, or the ultraviolet rays produced by the electric arc or quartz-mercury lamps tend to set up an acute conjunctivitis which in most instances subsides without permanent damage. Such is not always the case, however.

The prevention of these industrial eye hazards consists in placing a suitable screening device between the hazard and the eye. Where possible, the screen should be placed on the ma-

chine leaving the eyes free, but where that is not possible goggles must be worn. In the effort to absorb radiant energy possibly harmful to the eye the type of glass in the goggle must, of course, be carefully selected from the variety of such glasses now available.

In addition to these direct injuries the eyes may suffer indirect damage as the result of the inhalation of poisonous fumes. Quantities of wood alcohol, as little as 0.2 percent, in the inspired air may, if exposure is long continued, accumulate and produce

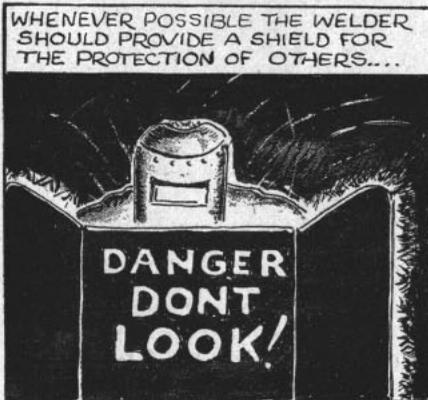
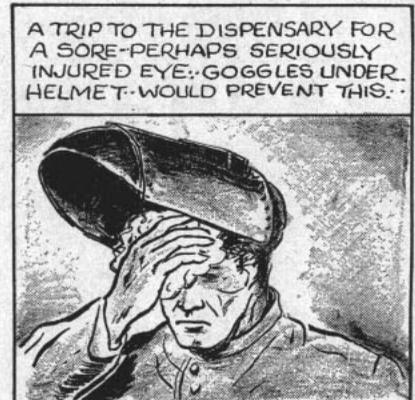
atrophy of the optic nerve and permanent blindness. Where such dangerous substances are made or are used in industry the provision of ample ventilation is a necessity.

Proper Illumination

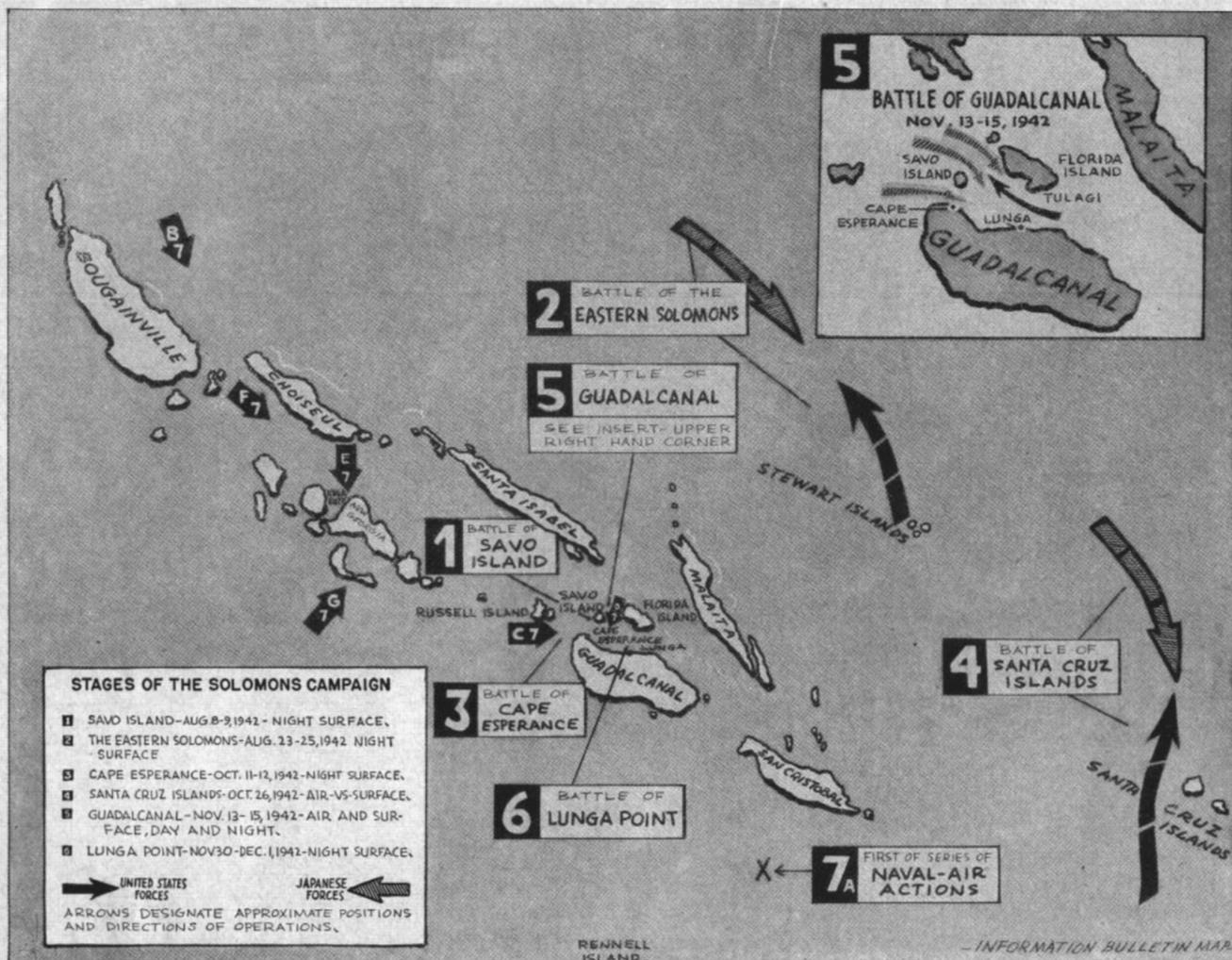
Wherever eye work is done the provision of illumination suitable to the task is essential in order to increase the speed and accuracy of the work and avoid unnecessary eye strain. Ideally the illumination of every living or working compartment should

provide both indirect and direct lighting. The intensity of the light needed upon the work depends upon the fineness and intricacy of that work. Thus for ordinary reading or writing an intensity of 10 to 20 foot-candles usually suffices; for bench and machine work, grinding, buffing, and polishing, 20 to 50 footcandles will be required; for drafting, proofreading, fine machine and assembly work, precision instrument repairing, etc., 50 to

(Continued on page 37)



HOW "The Navy Yard Beacon," Philadelphia, Pa., advised workers to take care of their eyes. Secretary Knox, in his report to the President this month, said that Navy yards were producing almost \$1,000,000,000 worth of war matériel annually. For Knox's report, see page 2.



Solomons Battles Get Names

Results of Six Months' Campaign Are Summarized

ON THE MAP are shown the six main battles of the Solomons. Besides the big shows, there were seven little ones—all at the end of January or the first week in February: 7a, air and surface, Rennell Islands, January 29-30; b7, air and surface, Northern Solomons, February 1; c7, air and surface, south of Savo Island, February 1; d7, air, PT boat, and surface, Cape Esperance, February 1; e7, air and surface, Kolombangara Islands, February 2; f7, air and surface, south of Choiseul, February 4; g7, air and surface, off Rendova Island, February 7. These scattered engagements preceded and accompanied the final collapse of Japanese resistance on Guadalcanal.

What the Solomons campaign has

meant to us, and what it has meant to the enemy, is told in the Navy Department tabulations below:

Battle of Savo Island, night of August 8-9, 1942—United States: Three cruisers sunk; Japanese: unknown.

Battle of the Eastern Solomons, August 23-25, 1942—United States: None; Japanese: damage to one battleship, two aircraft carriers, several cruisers, one destroyer, one transport, and four miscellaneous.

Battle of Cape Esperance, October 11-12, 1942—United States: One destroyer sunk; damage to two cruisers; Japanese: four cruisers, four destroyers sunk; one destroyer probably sunk; one cruiser damaged.

Battle of Santa Cruz Islands, October 26, 1942—United States: One aircraft carrier and one destroyer sunk.

Japanese: Damage to one battleship, three carriers, five cruisers.

Battle of Guadalcanal, November 13-15, 1942—United States: Two cruisers and seven destroyers sunk. Japanese: Two battleships, eight cruisers, six destroyers, eight transports, and four cargo ships sunk; two battleships, one cruiser, seven destroyers damaged.

Battle of Lunga Point, November 30-December 1, 1942—United States: One cruiser sunk; other vessels damaged. Japanese: Two large destroyers, four destroyers, two troop transports and one cargo ship sunk.

Scattered Naval Actions, January 29-February 7, 1943—United States: One cruiser, one destroyer, and three

(Continued on page 36)

ACTION IN THE SOUTH PACIFIC

The *Chicago* Ack-Ack Crew Sticks It Out—Marines Make New War Legends—
How the Japs React to Invitation to Surrender—The Tale of a Dog

Chicago's Last Hours

Details of the last hour of the U. S. S. *Chicago* were told by members of the cruiser's Marine detachment at a naval mobile hospital base somewhere in the South Pacific.

Severely wounded and aware of the precarious condition of their ship, anti-aircraft gunners refused to quit their posts until the *Chicago* went down, after taking toll of 11 of the 13 fiercely

attacking Japanese torpedo planes.

Pvt. Harold M. Dixon, Warren, Ariz., his leg shattered, was carried by two buddies 80 feet down ladders from his gunnery post on the mainmast. He was then lowered by rope into the water, where a third companion helped him swim to the safety of a raft. From an adjacent post, Pvt. William L. Stander, Box Elder County, Utah, shot down two planes and as the ship went down, managed to squirm

down the ladders despite shrapnel wounds in his back.

Pvt. Vernon A. Brown, Kansas City, Mo., unable to use his injured leg, called upon his four years' experience as a civilian fireman to get himself down the foremast as the cruiser listed.

Mike to Mikado

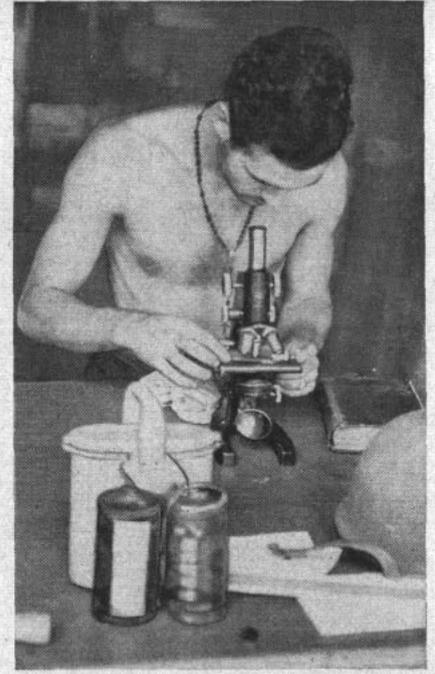
The crew of one Marine howitzer battery, which arrived in Guadalcanal



—Official U. S. Navy Photograph.

Four sailors give a quick count on their fingers of the number of Jap planes their battleship knocked down in one fight in the Southwest Pacific. In addition, the

ship's artist has drawn a mural on a steel gun panel to show that the warship also sent three enemy cruisers to the bottom.



—Official U. S. Marine Corps Photographs.

Sleep—Extra Ration: One U. S. Marine fighter pilot on Guadalcanal catches 40 winks while the catching is good. Other airmen play cards while waiting for reports of Jap bombers approaching.

Science in the Jungle: A pharmacist's mate in an improvised laboratory on Guadalcanal.

in November and set up positions under Jap shell fire, has been credited with neutralizing 20 Jap guns, with hits on three more; with demolishing six enemy ammunition and gasoline dumps, and with destroying or damaging a number of Jap roads and bridges. There is no way to determine the number of enemy troops killed by the blast of the shells.

Big United States guns like these are prime objectives for the "Millimeter Mikes" (Jap artillery), "Washing Machine Charleys" (Jap night bombers), and snipers.

In the tradition of artillerymen, these lads write messages on their shells. Typical: "A Red Hot Mamma for Yokohama," "With Bursting Love—To Tojo," "Kiss the Japs Goodby," "From Mike to Mikado."

500 Yards, 500 Japs

San Diego, Calif.—Pvt. Orville E. Pennington, USMC, 19, of Columbus, Ohio, is recovering at naval hospital here from wounds sustained on Guadalcanal. Alone in the jungle, wounded in the face, legs, and arms, Pennington traveled five days to get back to his unit after a lone companion was killed in an ambush.

Said Pennington: "I was wounded

when a bunch of Japs made for a new airport the Seabees were constructing—and let me say right here that those Navy construction boys are tough cookies.

"We scattered—45 of us—and I found myself with a buddy who carried an automatic rifle; I had a machine gun. Separated from the others, we started back cautiously.

"At dusk we crawled behind a big log, hugging our weapons. A group of Japs came along the trail, stopped at the log, and held what sounded like an auction, right above us. Finally they sat down on the log to continue the discussion. I had a grenade in each hand, my fingers hooked in the pins. If they found us, I intended to let them have one of the grenades, and lie on the other—Marines just don't surrender to Japs. But finally they went away, and we spent a sleepless night behind the log.

"Traveling adjacent to the trail the next day, the two of us came to a clearing where we were ambushed by about 16 Japs. My buddy was mortally wounded. I was hit in the elbow, but carried on. As I passed close to them one Jap threw a grenade and shrapnel lodged in my legs and face. Nothing more of any consequence happened to me, but it took

five days more traveling to get back."

In discussing earlier experiences, Pennington said:

"Our second day on the island found us closing with some Japs along the Tenaru River, knocking out three of their machine-gun nests, and killing 17 without losing a man ourselves.

"I remember Pvt. Lenny Barnes (of Emporium, Pa.). He was so sick from so much marching he couldn't stand up to fight when we got back to the Tenaru. So between spasms, sitting with his back against a tree, Lenny traded shots with snipers, and clipped them off right and left.

"We took a trip up the beach past the Matanikau River, landed, and made our way to the top of a hill. We were to fill in the gap between a Marine raider outfit and a rifle group. When we got there, we couldn't make contact, and found ourselves right above an aggregation of about 2,000 Japs. There were 452 of us.

"The raiders on one side and the Marines on the other were shelling those Japs. So was a destroyer at sea. We were so near to the Japs that the shells from those Marine outfits were landing too close for comfort. Moreover, there were fears that we would be surrounded by the Japs.

"One private threw off his pack and



—Official U. S. Marine Corps Photograph.

The End of an Epic: After months of fighting, U. S. Marines, relieved by the Army, leave Guadalcanal.

dashed through the Jap lines, ran 500 yards to the beach and swam 200 yards to the destroyer to ask its commander to hold his fire because we were coming through. Master Gunnery Sgt. Roy Fowel, Kinston, N. C., one of the best mortar men in the Corps, knocked off his destruction of the 'rice bags', and we sailed into them, bayonets fixed. What a run that was to the beach. Five hundred yards, and we made it through half a thousand Japs in 15 minutes."

The Colonel's Dog

This is a tale about a Marine sergeant—a veteran of 11 years' service in China, Cuba, Panama, the Philippines, Hawaii, Iceland, Nicaragua, Guam, and the Solomons—and about a mongrel named Zarro.

The dog was presented to the colonel on Guadalcanal. The colonel sent it to Sergeant Russel Graddick with instructions to keep it and "feed him fresh meat twice a day."

"Fresh meat?" Graddick asked.

"Yes," replied the colonel's messenger, "the Colonel said that Zarro had to have fresh meat twice a day."

Graddick fed the dog corned beef.

Eventually, the dog's baying at the moon at night got on the colonel's nerves.

"Do something about that plug-ugly," the colonel told Graddick.

The sergeant saluted and returned to his regular duties, considering the problem of Zarro.

He had a previous reputation for resourcefulness in getting things done. He went out and captured a Japanese truck when no other vehicle was available, and he had been ordered to get a truckload of gravel.

And when he had been told that some tents had to be put up and no manpower was available, he rounded up some Solomon Islanders and got them to work for nothing, fascinating them so with his gesticulations that they offered him the job of village chief.

As for Zarro:

Nobody in the regiment wanted the dog, so he shouldered it and went to the bivouac area of a neighboring regiment. He politely stopped the first junior officer walking by, clicked to attention, saluted and announced:

"Sir, with the compliments of Colonel —."

The dazed officer took the dog, and gasped:

"Did the colonel say what to do with the . . . the . . . fellow?"

"Yes, sir," replied the sergeant.

"Zarro is to be given fresh meat twice a day."

One at a Time

"Soldiers of Nippon.

"This is a superior private who was taken prisoner yesterday by United States forces. I have received excellent food, cigarettes and the kindest treatment imaginable. The Nipponese forces in this valley are surrounded by American forces. You have no chance of escape.

"The Americans appeal to you to surrender and assure you that you will be given kind and generous treatment.

"If you wish to surrender come forward one at a time toward the American lines with your hands up and your palms forward. Do not try to enter these lines tonight but do so at any time between daybreak and 10 o'clock tomorrow morning."

Over our loudspeakers set up in the wilderness of Guadalcanal these Japanese words rang through the jungle over a half-mile radius.

This prisoner, a superior private—a rank between private first class and corporal—had been captured by United States soldiers. Plied with warm food and cigarettes, he soon abandoned his suspicions and fears.

When he volunteered the information that he was certain many Jap

(Continued on page 39)



How V-Mail works: Left, stack of letters photographed makes roll of film the size of that in girl's hand. Right, V-Mail is enlarged upon reaching destination.

Navy is constantly increasing number of V-mail stations.

V-Mail Gets Through—Always!

Score of New Stations Indicates New Service Has Proven Itself

FACILITIES for sending V-mail to naval personnel scattered throughout the world are being expanded, with 20 newly assembled V-mail stations waiting at ports of embarkation to be shipped abroad.

At the same time means of receiving such mail at remote foreign points have been broadened with the development of small, portable machines, to develop and print from V-mail negatives, that can be set up quickly in isolated areas.

The greatly increased number of men at Navy shore establishments and on ships has complicated the problems of mail delivery. Appropriate steps have been taken by the Navy Department to see that letters are promptly delivered and packages handled with the least amount of confusion and delay.

The use of V-mail cuts down the carrying weight about 98 percent for overseas mail and 40 percent for mail within the country. Extensive utilization of V-mail will greatly aid in the solution of the problem as it will mean that the fighting men will receive their personal mail abroad by air instead of waiting for surface ships. It will also relieve the heavy mail burden

carried by ships, trains, and planes.

To reach men overseas and on ships the V-letter is photographed on microfilm. A roll of film that carries 1,800 letters is small and easily transported by air. Once overseas, the letter is reproduced, enlarged, and sent on its way within a few hours.

Why V-Mail Should Be Used

In January 1943: 61,202 pounds of *air mail* were transported by *steamship* from the West coast to Pacific islands; 8,149 pounds of *air mail* were transported by *steamship* from the East coast to England.

In February 1943: 25,724 pounds of *air mail* were transported by *steamship* from the West coast to Pacific islands; 4,429 pounds of *air mail* were transported by *steamship* from the East coast to England.

That is how much air mail is sent beyond the capacity of planes to carry it.

Other notes on Navy mail:

Parcel-post packages destined for men overseas and aboard ship will be accepted up to 5 pounds and not more than 15 inches in length and 36 inches in length and girth combined, only one such parcel per man being acceptable in one week. Second- and third-class matter such as advertising circulars will not be forwarded to men overseas. Perishable parcel post is not accepted.

Improperly addressed letters to soldiers and sailors are causing needless confusion. Known as "nixies" these straying letters delay the mails and fail to reach their destination. All "nixies" end up in the dead-letter office of the Bureau.

A good address, which will speed mail into the hands of the man who is eager to hear from home should include:

1. Full name, including middle name.
2. Rank or rating.
3. Serial number (enlisted men).
4. Full name or number of ship or unit.

One of the highly desirable features of V-mail, in addition to its speed and conservation of valuable space, is that

the original letters are confidentially retained until a clearance is received from the receiving station. If the film is not received, another film can be made. Thus V-mail always gets through—it cannot be lost.

Another fact of importance is that because these letters are so minute and the space and weight required to transport them is so small that an unlimited volume can be handled and because of their size they receive priority over all mail except that designated as "official."

In certain type planes now carrying mail overseas, approximately 60,000 letters represent a normal load. These letters weigh about 1,300 pounds. If 1,300 pounds of micro-filmed mail were dispatched, it would contain over 4,000,000 letters and only require 24 cubic feet of the plane's cargo space. The 60,000 letters as mentioned above would weigh only 19 pounds 6 ounces on microfilm and occupy 0.37 cubic feet or just one-third of a cubic foot of space.

It can easily be visualized how mail transportation can become almost a negligible item if anything near to the hope of the War and Navy Departments is attained on the use of V-mail.

In December, only 75 percent of all air mail from San Francisco to Honolulu was carried by air due to shortage of plane cargo space. The remainder was transported by surface craft. Had the entire volume of air-mail been sent via V-mail, it would have been less than a single plane load as compared with 64 plane loads in the original form.

Another comparative figure is that a mail bag filled with ordinary mail contains approximately 3,000 letters, while a similar bag loaded with film would contain in the neighborhood of 200,000 letters.

Mail to the armed forces is important. It is vital to the morale of the men and it is hoped that V-mail will eliminate any reason for ever having mail become a transportation problem that cannot be easily answered.

At the present time there are approximately 12 V-mail stations in operation at strategic points over the world. By summer there will be about 50 in operation.

Some misunderstanding appears to exist as to the rate of postage on air mail addressed to members of naval forces. When such matter is addressed in "care of fleet postoffice"

Print the complete address in plain block letters in the panel below, and your return address in the space provided. Use typewriter, dark ink, or pencil. Write plainly. Very small writing is not suitable.

No. _____	ALL NAVAL AND CIVILIAN PERSONNEL NAVY DEPARTMENT WASHINGTON, D. C.	ASST. SEC. OF NAVY FOR AIR <small>(Sender's name)</small>
 <small>(CENSOR'S STAMP)</small>		NAVY DEPARTMENT <small>(Sender's address)</small>
		WASHINGTON, D. C.
		DECEMBER 19, 1942 <small>(Date)</small>

THIS IS A V-MAIL LETTER. IT COMES TO YOU ON THE FORM ON WHICH ALL V-MAIL LETTERS ARE WRITTEN.

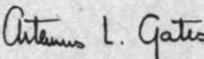
TO REACH OUR MEN OVERSEAS, THE V-MAIL LETTER IS PHOTOGRAPHED ON MICRO-FILM. THE ROLL OF MICRO-FILM WHICH CARRIES THIS LETTER AND SOME 1800 OTHERS IS VERY SMALL AND CAN EASILY BE TRANSPORTED OVERSEAS BY AIR. ONCE OVERSEAS, THE LETTER IS REPRODUCED IN THE FORM ATTACHED HEREWITH AND SENT ON ITS WAY WITHIN A FEW HOURS.

AS V-MAIL HAS FIRST PRIORITY AFTER OFFICIAL MAIL FOR OVERSEAS DESTINATIONS, IT IS SURE TO BE FORWARDED BY FIRST AVAILABLE AIR TRANSPORTATION. AT THE SAME TIME IT SAVES RAIL, PLANE, AND BOAT FACILITIES BADLY NEEDED TO CARRY ESSENTIAL WAR SUPPLIES.

YOU CAN HELP OUR WAR EFFORT BY HELPING TO POPULARIZE V-MAIL:

1. USE V-MAIL FOR ALL MAIL TO MEN IN OUR ARMED FORCES OVERSEAS.
2. TELL YOUR FRIENDS ABOUT V-MAIL.

FOR THE CONVENIENCE OF NAVY DEPARTMENT PERSONNEL, V-MAIL FORMS CAN BE OBTAINED FROM THE NAVY MAIL ROOMS. THE FORMS CAN ALSO BE SECURED WITHOUT CHARGE AT POST OFFICES, OR FOR A SMALL CHARGE AT STATIONERY STORES.


 ARTEMUS L. GATES
 ASSISTANT SECRETARY OF NAVY FOR AIR.

V-MAIL

A V-Mail letter, actual size.

New York or San Francisco, it may be assumed that the addressee is overseas and therefore, postage at the rate of six cents for each one-half ounce or fraction thereof is applicable. If air mail is addressed to naval personnel or others within the continental United States it is subject to postage at the rate of six cents for each ounce or fraction thereof.

First-class letter mail sent by members of United States military or naval forces on active duty will be transmitted free of postage. This includes ordinary letters or post cards, but excludes airmail and packages or parcels. Letters should be inscribed as follows: Upper left-hand corner, "John Doe, S2c, USN," upper right corner the word "free." This privilege does not apply to any matter sent to members of armed forces by persons not members thereof.

The United States post office on July

10, 1942, ruled that the inscription on letters mailed by members of the armed forces should be in the handwriting of the sender in order to be accepted free of postage. Previously a number of activities prepared envelopes with the word "free" inscribed thereon. The postmaster general then issued an order on August 17, 1942, ordering that such cards and envelopes already printed with the name of the sender, the rank or rating, description of the service to which he belongs, and the word "free" would be accepted for mailing until the supply on hand was exhausted, with the understanding that thereafter these inscriptions would be hand written. In accordance with this ruling, members of the naval service should remember they are entitled to the free mailing privilege only when the letters are addressed in the handwriting of the sender.

Eighty-Three Days on a Life Raft

Two Dutch Seamen and Navy Gunner Pull Through

TO THE tales of courage at sea, add this one:

On January 24, a United States Navy patrol boat on duty off the Brazilian coast sighted a speck on the horizon. Approaching warily because of a possible trap, the United States ship found an 8 x 10 foot life raft riding on two oil drums. Aboard were three men, whose merchant vessel had been sent to the bottom by a German submarine on November 2, 83 days earlier. Originally there were five men on the raft. Only three, one an American Navy gunner, survived the long, hot days under a relentless sun, the cold nights, the storms, the other dangers of the sea. Reduced to skin and bones by hunger, thirst, and exposure, the men had existed on what few raw fish they could catch, 25 or 30 blackbirds which they caught with their hands, and rain water. The two who died, including the commanding officer of the Navy gun crew, first developed pains in their stomachs, then began to go blind and turn deaf. They were buried at sea.

The men ran out of chocolate, hard tack after 16 days. They fished for sharks, wiggled their toes for bait, caught a shark in a noose. On the 20th day they saw their first ship; on the 21st another. They burned flares but were not sighted. On the 23d day they ran out of water. Later they caught rain in a makeshift canvas trough. On the 42d day they sighted another ship, but their only remaining flare was wet. When the ship disappeared over the horizon they began to wonder how far off death was. On the 67th day, George Beazley, Hambleton, Mo., a gun crewman, died. On the 77th day, Lt. James D. Maddox, Lafayette, Ind., gunnery officer aboard the torpedoed merchant ship, died.

Planes were sighted the 82d day; next day came the rescue. After food and rest, the men posed for the photos on the opposite page.

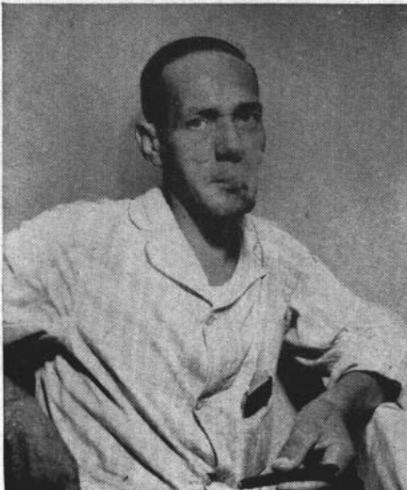


1. Rescue ship approaches the raft that has drifted aimlessly over 1,800 miles of the South Atlantic.



2. It doesn't take long after rescue before the men are looking infinitely better. Above: Men on deck of rescue ship immediately after they were picked up. Below: Men after being fed and cleaned up. Cor-

nelius van der Slot is extreme left above and below; Nick Hoogendam is center, both places; Basil Dominic Izzi, 21, South Barry, Mass., is at right. Izzi was the Navy gunner.



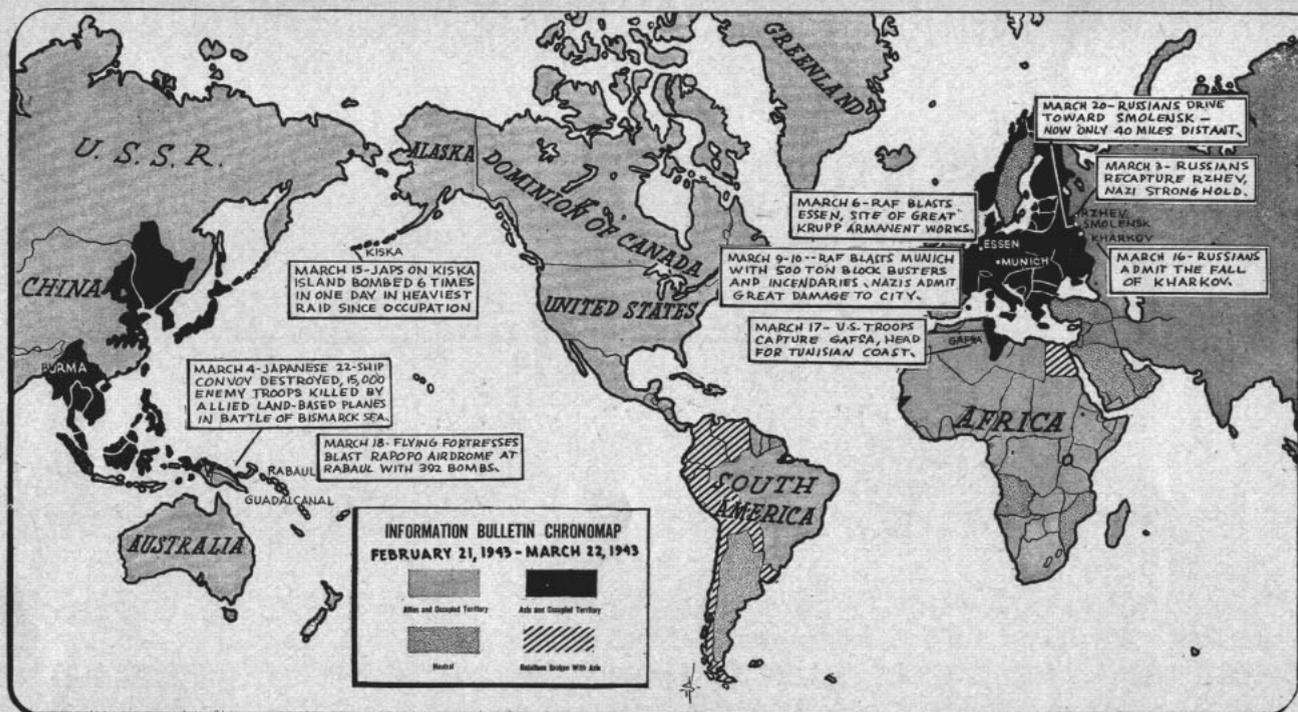
Cornelius van der Slot, 37, Rotterdam, Holland, enjoys an after-dinner cigar.



Nick Hoogendam, 17, Vlaardingen, Holland, retells the story to men aboard rescue ship.



—Official U. S. Navy Photographs.
Izzi, who had lost 70 of his 150 pounds, grins from his bed.



Heavy Allied raids on the "Fortress of Europe" characterized the month's war news, reviewed briefly on this Information Bulletin Chronomap.

Combat Photo Unit Set Up

In a program to obtain more complete photographic coverage of the war, the Navy has established a Combat Photographic Section, a cooperative activity of the Office of Public Relations and the Bureau of Aeronautics.

Ten officers at present are completing a special course of training for this work. They will take charge of units consisting of three enlisted men, two motion-picture cameramen, and one still photographer. These groups, called Combat Photographic Units, will be assigned throughout the world to current or potential theatres of operation. Their duty will be to supplement present Navy and civilian photographic coverage of combat operations. After the films they make have been studied for military purposes by the interested bureaus of the Navy Department, all material compatible with security will be released to the public through the Office of Public Relations.

In addition a new naval photographic laboratory, which will house the most modern and efficient facilities available in the world today, and be staffed by some of this country's finest photographic technicians, will begin operation soon at the Naval Air

Station, Anacostia, Washington, D. C.

To be known as the Naval Photographic Science Laboratory and constructed at the direction of the Secretary of the Navy to handle all photographic problems for the entire Navy, the new laboratory will fill the photographic requests of all bureaus and naval establishments. Initially, it will be staffed by nearly 700 naval personnel, made up almost entirely of

specialists. Many of the finest experts in the field of photography have been drawn from the motion-picture industry and from leading manufacturers of photographic equipment to participate with trained naval personnel in performing the laboratory's highly specialized work.

Officers Responding By Discarding Swords

Responding to a suggestion by Secretary of the Navy Frank Knox, naval officers are turning in their swords to the scrap metal drive.

The first officer to follow Secretary Knox's suggestion (INFORMATION BULLETIN, Dec., p. 37), was Vice Admiral H. V. Butler, USN (Ret.), Administrative Officer of the Navy Department.

Under revised regulations governing naval uniforms, the sword, long ago outmoded as a combat weapon, but retained as part of the uniform for formal occasions, has been discarded.

As a symbol of the fighting tradition of the Navy, however, the sword will not be put on inactive duty. Melted down and remolded into weapons, it will see action on the fighting fronts of the world.

IN SEVEN BATTLES

J. R. Anderson, now a cadet at the United States Navy West Preflight school, St. Mary's college, Calif., has established something of a record for participation in major battles during the war.

Anderson, formerly a pharmacist's mate, first class, has seen action in seven battles to date. They include:

Marshall Islands, Wake Island, Marcus Island, Battle of Midway, Tulagi and Guadalcanal, Battle of Santa Cruz, and the second Battle of the Solomons.

How One Nazi Sub Was Sunk

CAUGHT in a barrage of 5-inch shells laid down by a United States destroyer, a German submarine prowling the Atlantic was completely destroyed.

The submarine was sighted at night by the flagship of a destroyer division and the destroyer immediately closed upon the undersea craft, her machine gun spraying the U-boat to prevent the German seamen from manning their deck gun.

A torpedo was fired by the submarine from a stern tube in an effort to sink the destroyer, but by skillful seamanship the "tin fish" was avoided.

Frantically twisting and turning, the submarine attempted to escape. The destroyer, however, bore in with 5-inch guns blazing.

Its fire took effect. One shell tore into the submarine's conning tower at the waterline. Destruction of the U-boat was complete.

Six officers and enlisted men, including the officer commanding the destroyer division, were decorated for outstanding performance of duty during the incident.

They are:

Capt. Stanley Cook Norton, USN, 48, 32 Sherman Street, Portland, Maine, commander of the destroyer division. He received the Navy Cross.

Commander Hamilton W. Howe, USN, 39, 8212 Glenn Myrtle Avenue, Norfolk, Va., commanding officer of the destroyer. He received the Navy Cross.

Lt. Comdr. William W. Vanous, USN, 33, Annapolis, Md., the destroyer's executive officer. He was awarded the Silver Star Medal.

Lt. Kenneth M. Tebo, USN, 23, 10 Grove Street, Marlboro, Mass. He received the Silver Star Medal.

Jack Edwin Wright, chief boatswain's mate, USN, 41, 22 San Juan Avenue, Montrose, Colo. He received the Silver Star Medal.

Harry Heyman, Coxswain, USN, 25, son of Jacob Heyman, 655 South 4th Street, Steelton, Pa. Heyman was awarded the Silver Star Medal.

The citation issued with Captain Norton's medal praised him for "distinguished service in the line of his profession, his cool and accurate judgment and his sound advice as com-

mander of a destroyer division when the flagship of his division made a successful attack upon a German sub-

marine. * * *

"For distinguished service in the line of his profession as commanding



—Press Association Photographs.

Richelieu to fight again

An Allied gain; a Nazi loss—The 35,000-ton Richelieu, largest French warship, is guided up New York's East River for repairs and refitting and will again fight against the Axis. But, below, the French cruiser Dupleix lists toward the calm water of Toulon harbor, following scuttling to prevent capture by the Nazis. The Dupleix may never see service again. The eight 15-inch guns of the Richelieu are plainly visible. The Queen of the French fleet also has 15 six-inch guns, twelve 37-mm. antiaircraft guns and twenty-four 13-mm. antiaircraft guns. She was disabled by depth charges and later torpedoed by British aircraft at Dakar July 8, 1940.



officer of a United States destroyer," read the citation awarded with Commander Howe's medal. "With a singleness of purpose, he tracked, attacked, and completely destroyed a German submarine without injury to his vessel or its personnel."

Lieutenant Commander Vanous' citation commended him for "courageous action" and for his efficient performance of duty "by taking station on top of the flying bridge as soon

Air Base Built On Island of Upolu



The United States has built an air base on the island of Upolu in the Samoan group, it was revealed by Secretary Knox. The island is approximately halfway between Hawaii and New Zealand.

The runway is so large, Secretary Knox said, that five fighter planes can land on it abreast. It is more than a mile long and 1,000 feet wide. The field was built of crushed volcanic rock which makes it "harder the more it rains."

Its geographical location makes Upolu ideally suited for protecting the American supply line to Australia and New Zealand, particularly against attacks originating from the Marshall-Gilbert Islands, about 1,500 miles distant.

as the chase of the submarine was begun, keeping the conning tower of officer informed of his observations as to the movements of the submarine, directing the training of the searchlight and generally being of great assistance until the destruction of the German U-boat was accomplished."

Lieutenant Tebo was officer-of-the-deck and was cited for "courageous action." By "his accurate conning of the ship during most of the chase, and by keeping the ship just clear of the submarine's wake, he undoubtedly prevented the submarine from scoring a hit with a torpedo that was fired at the destroyer," his citation asserted.

Wright was lauded for "gallantry in action and meritorious devotion to duty" in the citation accompanying his Silver Star Medal. "Wright's command of a machine gun, firing promptly and accurately, thereby preventing the enemy submarine crew from manning their deck gun, aided materially in the complete destruction of the German U-boat without loss or damage to the United States destroyer or its personnel," the citation concluded.

Heyman also was praised for "gallantry in action and meritorious devotion to duty" and his citation asserted that he "displayed extraordinary heroism in coolly and quickly spotting the shots on the target and, by securing a hit in the conning tower at the waterline, aided materially in the final destruction of the German submarine."

Japanese Sub Commander Makes Last Mistake

How bringing his submarine to the surface proved fatal to a Japanese skipper:

A heavily loaded American merchantman, carrying a valuable cargo, was torpedoed in the South Pacific. Flames, smoke, and debris filled the air. The vessel's screw and 35 passengers prepared to abandon ship.

The Japanese submarine commander surfaced and at a range of 200 yards sent a large shell across the forward gun mount of the wounded merchantman. The sub then opened fire with machine guns.

This was the opportunity, Lt. (jg) Charles E. Southern, USNR, Nashville, Tenn., in charge of the Armed Guard crew, was waiting for. He opened fire with an aft gun. Another member of the gun crew fired the forward

gun. The Americans fired only four shells, all they could retrieve from the ammunition boxes. Two of the shells scored hits. Then 400 rounds from a machine gun were fired into the sub. Oil and debris covered the water. The sub was sunk.

The cargo ship was abandoned, but later a portion of the crew again boarded the vessel and aided in towing her back to port. Her cargo was saved.

Navy Blimp Operates From Outlying Base

One of the Navy's nonrigid blimps has successfully completed a 3,000-mile trip to an outlying base and is already conducting extensive submarine patrols.

Nonrigid blimps have been patrolling both coasts of the continental United States since early in the war, but this is the first notification since this country entered the war of Navy nonrigid airship operating from a base outside the continental limits of the United States.

The flight was made as a "ferry" passage, with several routine stops, and required less than four days.

Nonrigid airships were used extensively for patrol work during the first World war.

Fish Scratched Backs On His Raft

GREAT EXUMA, The Bahamas (delayed).—The skill of a United States naval aviator made possible the rescue of Col. Max F. Schneider, 47, who spent 72 hours adrift on a life raft without water and with little food.

The colonel's rescuer, Lt. Murlin W. Alley, USNR, 29, of Freedom, Okla., landed his Consolidated "Catalina" flying boat alongside the raft despite a heavy ground swell.

Colonel Schneider, of Chevy Chase, Md., an aviation officer in the Army for 25 years, suffered a slight concussion, lip lacerations, bruises and abrasions in his forced landing on the sea. His face and hands were burned severely by the sun and wind during his exposure.

Lieutenant Alley was on routine patrol when his radioman, A. J. Nick, Kansas City, Mo., aviation radioman third class, USN, intercepted a message, telling the location of the life raft,

about 150 miles from here.

The radio call which led to the rescue, Colonel Schneider believed, came from a military transport plane which spotted the raft, flew low over it but could not attempt a rescue because it was a land plane.

He said he was unable to get the plane's number, adding:

"But I'm certainly grateful to the pilot. He dropped something in a 'Mae West' (life preserver). I had tried to indicate that I was without water so I presume the parcel contained water. It sank before I could reach it. I had read of persons dying of thirst and I confess I didn't relish the idea."

Colonel Schneider, a 6-footer with graying brown hair, said he was "pretty woozy" from a blow on the head after his plane was forced down.

"I had difficulty in getting aboard my life raft," he said. "I presume I was more groggy than I suspected. I had to throw away my pistol and twist out of my parachute pack to lighten the burden enough to get aboard."

HIS ingenuity in securing his little raft and making use of his scanty equipment enabled him to weather his experience in excellent shape and to conserve his strength so that he probably could have existed for several more days.

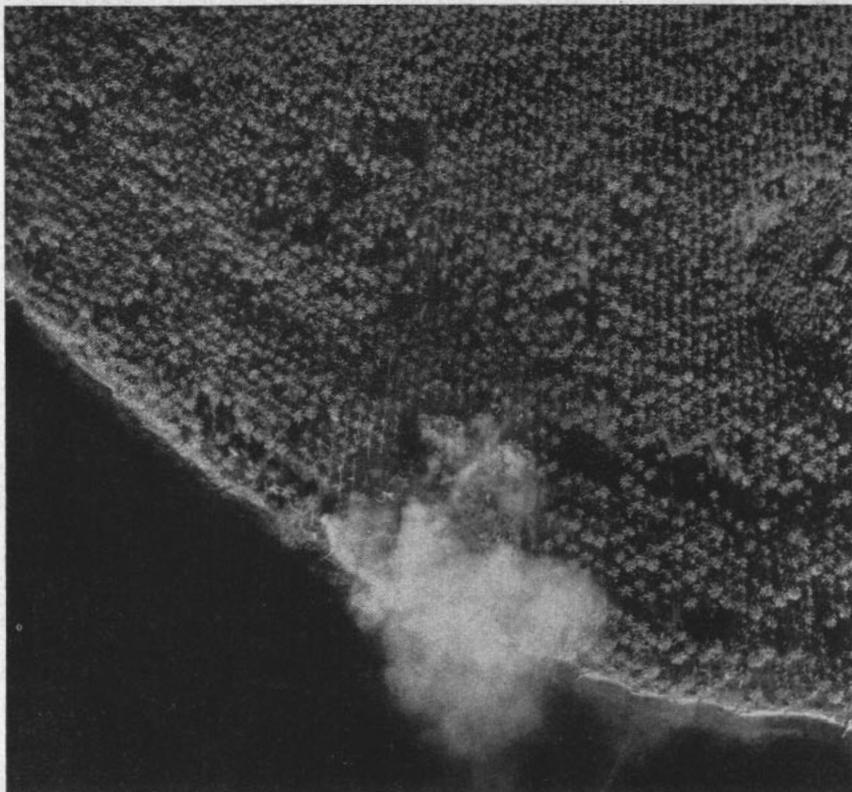
"I hated to lose my parachute pack because it contained an emergency kit which would have provided me some very useful equipment," the colonel said. "I knew I needed a sea anchor to make my raft seaworthy. I tried a bucket first, but when the line parted and I lost the bucket I manufactured a makeshift anchor from my shoes, my cartridge belt, and my pistol holster."

Colonel Schneider used his iron rations, consisting mostly of fortified chocolate, for sustenance and to mark his name and rank on the life raft "in case I didn't make it and they found my empty raft."

He also used his candy crayon to record the number of planes which passed him by unseeing in his lonely vigil. No planes were sighted Monday, when Colonel Schneider's plane crashed; four were seen on Tuesday, five on Wednesday, and four were seen today, including the transport and rescue plane.

The colonel tried to improve his lot by fishing but had no luck.

"Some fish used the bottom of my



—Official U. S. Navy Photograph.

What 'operations successfully completed' means in a Navy communique

Smoke pours up from bombed Japanese positions on Kolombangara Island in the New Georgia group of the Solomons after a U. S. bombardment. About this raid, a Navy communique, stated: "Operations were successfully completed and fires from explosions of fuel and ammunition dumps indicated that the enemy-held area was completely burned out." U. S. repeatedly has raided Kolombangara as Southwest Pacific aerial attacks on Japs continued daily.

raft to scratch their backs, but I was unable to catch them," he explained. "I fashioned a hook from my flashlight spring and baited it with a piece of cotton. The cotton lured fish for me once in Panama but I guess the fish around here don't like medicated bait."

Goat Stew? No Thanks!

Fresh goat stew, native style, was too much for crew members of a torpedoed American merchant ship who landed on the west coast of Africa.

Their vessel, a Liberty ship on its maiden voyage, was struck by torpedoes three times before going down.

"We made our way to land in lifeboats," John Carey of Braintree, Mass., and Lyle Griswold of Lansing, Mich., Navy gun crewmen said. "The

natives were very friendly and shared their food with us.

"After about 8 days no rescue had come. Then the natives brought a goat to us, slaughtered it and cut it up, hide and all, and threw it into a pot to make a stew. That was too much. We got back in our lifeboats and sailed on."

Jap Antisubmarine Vessel Sunk in Pacific Duel

A small Japanese antisubmarine patrol vessel, raked with fire from the deck gun of a United States submarine, was sent to the bottom in a 37-minute duel in mid-Pacific waters.

The patrol craft, smashed by salvo after salvo from the submarine's lone gun, finally slid beneath the surface

(Continued on page 42)

Rank of Commodore Asked by Navy

Bill Is Reported by Senate Naval Affairs Committee

RESTORATION of the rank of commodore has been requested by the Navy as temporary for the duration and legislation to carry out the proposal has been introduced in both the House of Representatives and the Senate.

The bill to restore the grade of commodore was reported by the Senate Naval Affairs Committee without extended debate, but with an amendment which would insure that commodores be subject to Senate confirmation. The comparable rank—brigadier general in the Army—is

subject to Senate confirmation.

Commodores, under the bill, would receive pay and allowance of an officer of the sixth pay period.

Another objective of the bill is to clarify the status of the Coast Guard under the Navy's temporary promotion rank. Although no question has been raised as to the legality of application of the act to the Coast Guard it is felt desirable that all possibilities of such a question being raised be set at rest.

Secretary of Navy Knox, in a letter to Congress urging creation of the new rank, wrote:

"The war is being prosecuted in such a way as to involve a great many 'small command' groups, some of which are on detached and some on semi-detached duty. These commands are not of sufficient magnitude to warrant their being commanded by a rear admiral, yet they should be commanded by a flag officer.

"Rear admirals are often unavailable for such commands. When an officer is performing duty normally assigned to an officer of flag rank, he should be given not only the authority but also the rank commensurate with the responsibility.

"When joint Army and Navy operations are being undertaken there is a definite need for naval officers corresponding in rank to brigadier general.

"Further advantages include (1) the training in flag rank, attendant upon succession to this type of command while comparatively young; (2) the availability of captains out of range of selection for assignment to group command duties; and (3) the increased authority such officers would have in their dealings with other ntvies."

Rental Allowance For Officers

Public Law No. 5—Seventy-eighth Congress—approved March 6, 1943,

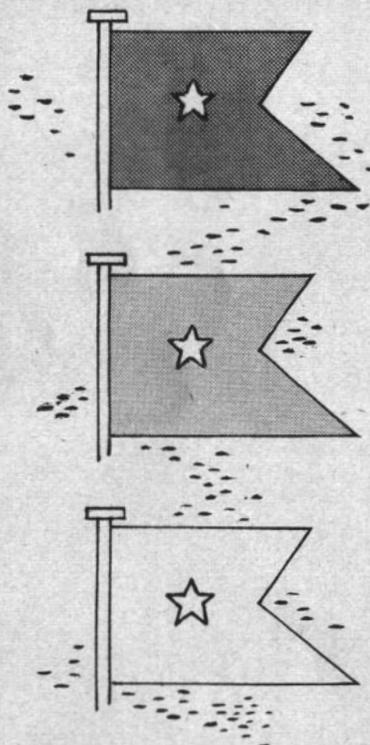
amends section 6 of the Pay Readjustment Act of 1942 to read as follows:

"No rental allowance shall accrue to an officer having no dependents while he is on field duty unless his commanding officer certifies that he was necessarily required to procure quarters at his own expense, or while on sea duty, except for temporary periods of sea duty not exceeding 3 months, nor shall any rental allowance accrue to an officer with or without dependents who is assigned quarters at his permanent station unless a competent superior authority of the service concerned certifies that such quarters are not occupied because of being inadequate for the occupancy of the officer and his dependents, if any, and such certifications shall be conclusive: *Provided*, That an officer although furnished with quarters shall be entitled to rental allowance as authorized in this section if by reason of orders of competent authority his dependents are prevented from occupying such quarters."

This information was promulgated in Alnav No. 47, which is quoted as follows:

"Alnav 284-42 canceled. Act March 6, 1943, provides that rental allowance shall not accrue to officer without dependents while on field duty unless his commanding officer certifies he was necessarily required to procure quarters at his own expense. All duty with troops considered field duty. Effective March 1, 1943, for officers without dependents statement will be added to certificate of nonassignment of quarters on S. and A. Form 201, Marine Corps Form 729, and Coast Guard Form 2662 as follows: 'and that he was necessarily required to procure quarters at his own expense' or on S. and A. Form 201B as follows: 'and that officers without dependents listed hereon were necessarily required to procure

(Continued on page 59)



COMMODORE FLAGS

The top-ranking commodore in a squadron flies a blue broad pennant with a white star upon it; the second-ranking commodore in a squadron, a red pennant with star; the third-ranking commodore and other commodores present, a white pennant with white star. There are no commodores on active duty at present.



HEAPED-UP barges and small boats bring in food and ammunition for American fighters at a Marine base in South Pacific. Boxes sometimes get rough handling.

New Containers Solve Shipping Problems

Smaller Packages Make for More Convenient Handling

MODERN warfare in far-away places and the continued submarine menace is leading to a drastic change in methods of preparing, handling, and shipping of war materials to American troops and their allies.

So intense has become the problem of logistics that the Navy has established a special organization to develop new containers and packaging methods to facilitate the delivery of the greatest volume of goods in usable condition in the shortest possible time.

Iceland, the Solomon Islands, and North Africa, with their sharply contrasted conditions of climate, temperature, topography, and dock facilities, were laboratories from which have come new and novel methods of transportation and packaging of supplies for the armed forces.

One group of marines on Guadalcanal complained because it was forced to eat canned corn for five successive days; previous immersion in the surf during landing operations had washed the paper labels from the cans.

This problem was solved by the embossing or printing of the identity of the contents directly on the can.

The absence of docking facilities in all theaters of war and the usual need for extremely hasty unloading, usually at night, has necessitated the throwing of boxes of supplies overboard and either floating or carrying them ashore. Ordinary wooden and cardboard cartons could not withstand falls from top decks and soon disintegrated. Other types of containers either would not float or could not withstand the effects of salt water. To cope with this situation, Navy specialists, in cooperation with private manufacturers, developed what is known as a V-board, from which it is possible to construct boxes that resist rough and unusual handling to a remarkable extent.

At the same time the size and weight of various packages have been reduced to convenient proportions that can be handled even by women. This not only facilitates handling in production plants and foreign unloading

points, where the workers are likely to be predominately female, but provides handy packages for marines or soldiers to handle in floating or carrying ashore.

Another means which the Navy's Bureau of Supplies and Accounts has adopted in order to make 1 pound of shipping do the work of 2, is through the use of dual-purpose products. Gasoline containers have been developed that later can be used as water containers. Another recently developed use for empty gasoline cans is for the construction of sheds, dugouts, and other structures. The cans are filled with sand and used in much the same manner as building blocks. Walls of sand-filled cans are said to provide unusual protection against the elements and bomb splinters.

The wooden pallets, or platforms, which are used in the unloading of packaged supplies, now are designed for the additional duty of serving as floors and walls for temporary shelters for both personnel and supplies at ad-

(Continued on page 43)



—Official U. S. Navy Photographs.

Navy Gets a Hydroplane Glider . . .

Seaplane glider: Commander Ralph S. Barnaby, USN, the Navy's first glider pilot, is shown standing in the cockpit of the Navy's seaplane glider, the XLRQ-1, as it came through its initial tests at the Naval Aircraft

Factory at Philadelphia with flying colors. The glider, which can carry troops or cargo, is being manufactured by the Bristol Aeronautical Co. of New Haven, Conn. Later models of the plane will be amphibian.

. . . and a Fishing Kit for Life Boats

New fishing kit: All lifeboats carried by U. S. Navy ships and all U. S. merchant vessels of 3,000 tons or more are being equipped with the Navy's new official fishing kit (INFORMATION BULLETIN, March 1943, p. 8). Designed by a group of well-known fishermen serving as advisors to the lifesaving board of the Navy and Coast Guard, the kit



consists of a "bib-apron" canvas roll with a dozen pockets containing fishing rigs of various types, a small harpoon, a knife, and a whetstone equipped with buoyant handles, a pair of canvas gloves, and directions on waterproof paper as to how to catch fish and birds at sea. The whole kit is packed into a waterproof, key-opening can.



New Weather Suit Tested by Coast Guard



—Harris and Ewing Photographs.

Life raft: Being tested on the Potomac River at Washington, D. C., is the newly approved Coast Guard life raft. Note the sail, tiller, and other equipment which the rafts carry.

New "weather suit": Vice Admiral Russell R. Waesche, commandant of the U. S. Coast Guard, fastens one of the new "weather suits" the Coast Guard has approved for merchant marine members for use in the event of long periods of time spent on life rafts. The suit has been thoroughly tested and approved. It keeps out weather elements and protects users from severe wetting by the seas.



The Navy's Short-Wave Programs

News Is Their Backbone but
They Have Entertainment Too

THE Office of War Information, Overseas Forces Division, working in cooperation with the Navy Office of Public Relations (Radio Section), has developed two short-wave programs of interest to naval, marine corps, and coast guard personnel overseas. Each fulfills a special need—a need best answered through the medium of short-wave radio.

Because it was felt to be important that men at sea and at shore bases overseas receive news regularly, and have the opportunity of learning about developments at home and in

other theaters of war, the first of these two Navy radio programs is mainly a Navy news program. It is entitled "Calling the Navy" and is broadcast 6 days a week, three times a day.

"Calling the Navy" contains unclassified news of the Navy at home; news from home training bases; news from the Navy Department; news of developments in the shipbuilding yards, at the recruiting centers; news of changes in uniforms, changes in pay, and everything else of personal interest to the men in blue.

Through the means of spot recordings the program also contains, from time to time, ringside reports of prize fights, baseball scores, and recordings of the popular tunes of the moment; also eye-witness accounts by Navy men of their personal experiences in the Pacific, in the Atlantic, and in every theater where the Navy is in action. In short, the producers of "Calling the Navy" each day shake out the Lucky Bag and report everything of interest to Navy men at sea and at shore bases overseas. When Capt. Eddie Rickenbacker came back in one piece, he immediately went on "Calling the Navy" and thanked the Navy at large for saving him and his companions. After Captain Cone, of Pan-American Airways, flew the President to Africa and back, he told the men at sea of the details of the trip. When the new *Yorktown* slid down the ways at Newport News, a recording was made of Rear Admiral Buckmaster's speech, climaxing with the actual sound of the champagne being broken on the carrier's bow by Mrs. Roosevelt. The same day it was tailored into "Calling the Navy" and was heard by sailors all over the globe. The closing 4 minutes of each program is made up of world news—news from Tunisia, from Russia, from China and from home—and this is changed three times a day, so that the men at sea can have the very latest news available.

The second radio program developed for men at war is called "Tell It to the Marines." This also is produced by the Office of War Information in cooperation with the Navy Department and the United States Marine Corps. The program represents a new development in short-wave radio since it is "tailor-made" to fill a special need of a limited group of men—the Marines stationed in one area, the South Pacific. These men receive their mail irregularly and, until the inception of this program, did not receive news from home as often as men stationed in many other parts of the world.

Talks with men returning from this area established the fact that 7 p. m. South Pacific time is the best time for listening and would insure maximum



—Official U. S. Navy Photograph.

Radio during chow aboard ship.

"CALLING THE NAVY" BROADCAST TIMES

Time (E. W. T.)	Station	Kilo- cycles	Meters	Area
0615	WGEO.....	9650	31	South Pacific and Australia.
	WKRX.....	7820	30	
0845	WGEO.....	15330	19.6	India and Scandinavia.
	WBOS.....	15210	19.7	
0415	WRUL.....	11790	24.4	North Atlantic and Great Britain.
	WRUW.....	15354	19.5	
	WCW.....	15850	18.9	
1900	WKRX.....	9897.5	32	South Atlantic, Indian Ocean. Greenland, Iceland.

audiences. This time was, therefore, cleared and "Tell It to the Marines" is broadcast five times a week by KGEI, San Francisco, at 0100 P. W. T. on 7250 kc. (1900 South Pacific Zone time).

Actually, the first 5 minutes of this 15-minute period are devoted to world news and "Tell It to the Marines" runs for the following nine minutes. The program features Marine Corps news, entertainment and messages from the folks at home.

Marine Corps news embraces all phases of the Corps' activity at home and in other parts of the world, and keeps the men posted on promotions, commendations, new developments at Quantico, San Diego, Camp Lejeune, and other establishments.

The entertainment portion of the program features the country's top names in this field. In almost every instance a personal element is injected into the program with a view to making the Marines feel this program is really for them, and them only. This is accomplished by having the entertainers record special greetings directed solely to the Marines in the South Pacific.

Messages from the folks at home are really the core of the program and every effort is made to have these messages come from all parts of the country and cover a wide variety of topics. For example, here are a few typical messages taken at random from recent programs:

"Your father has sent you your best hunting knife. And since you have open season all year around down there, he is making another knife for you from an old bayonet."

"Your father is now in London with the American Red Cross. Your mother and your sister have received the snapshot of you and the General."

"Captain 'Smith' went to Spring-

field to deliver your Navy Cross to your mother * * * just before Christmas."

"Corporal 'Jones' says that he will collect that \$14 from you. However, if you care to settle in another manner, it's o. k. with him. Fourteen Japs will turn the trick."

"Son born 3 p. m. February 7. All of the grandparents present. Wife and baby doing fine."

The Office of War Information has set up, through its regional offices throughout the country, facilities for receiving these messages. The names of all recipients of messages are cleared by the Navy Department and checked against the most recent casualty lists prior to broadcast.

The program is purposely kept extremely flexible, and special speakers inserted whenever it is felt they will be of value to the program. These speakers are usually Marines, ex-marines or men recently returned from the South Pacific area.

Another feature of "Tell It to the Marines" is "special shows." Jack Benny and Fred Allen did one of these programs; Al Jolson and Carol Bruce another. It is planned to expand the use of these "special shows" in the future.

A few months ago Capt. Leland P. Lovette, USN, Director, Office of Public Relations, Navy Department, said, "Today, the United States Navy is one of the biggest news stories on earth." It is interesting to see how quickly radio is bringing that story to the men at sea and at shore bases overseas—to the men who are really writing the story for all time.

Current TraDiv Letter

The current issue of TraDiv the Letter, distributed March 15, opens with an article on the "Local Defense School at Boston." The story places accent on the use at the school of model ships with detailed designations of parts and fittings—one model bearing as many as 52 labels. Audio-visual aids covering a variety of subjects from gunnery to seamanship are also used at the school with marked success.

Photographs illustrating the story are part of TraDiv's article on "Bulkheads for Visual Education," the story of Great Lakes' employment of bulkheads for visibly bringing home, day after day, features and facts of training as a complement to oral instruction.

The TraDiv Letter also carries two articles on classification—one, "Labels for Leathernecks" detailing the new use of classification systems by the marines, and the other, "Specialists (C) Take Over," relating the training and future activities of the Navy's new selection specialists who have just completed training and are getting to work as classification interviewers.

The new use of metal-backed plywood, and model flotillas with magnets within their wooden hulls, for tactical demonstrations, as well as a cardboard sky punched with holes and backed by light to teach planets and constellations to navigators, are subjects of special articles.

The officers' indoctrination schools at Harvard and Dartmouth are reviewed, as well as the Cooks' and Bakers' School at the Charleston Navy Yard. A story on the new WAVES' school at Hunter College, Bronx, N. Y., includes a photograph of the "side-girls" ushering Admiral Randall T. Jacobs on board.

Any office or officer, ashore or afloat, who can make use of the type of information being covered in "TraDiv Letter," will be forwarded a copy, or copies, upon writing to the Bureau of Naval Personnel, Washington, D. C.

'Quarters' and 'Family' Allowances

An Explanation of the Two Programs

THE law governing payment of quarters allowances to enlisted men of the upper three pay grades is much more rigid than the law providing family allowances for dependents of enlisted men in the lower four pay grades.

The differences between the programs are not always understood, because they occasionally lead to unusual and illogical distinctions. Both programs are administered by the Casualties and Allotments Section of the Welfare Division in the Bureau of Naval Personnel, in collaboration with the Bureau of Supplies and Accounts.

Both laws were enacted in June 1942, the Servicemen's Dependents Allowance Act on June 23 and the Pay Readjustment Act on June 16. However, the family allowance law is purely a wartime program, whereas the quarters allowance provisions were originally enacted in 1940 as a continuing system. In effect the family allowance law is more general and more liberal than the provisions for money allowances in lieu of quarters.

The family allowance law covers a broader range of relatives, including wives, children, parents, brothers and sisters, grandchildren, and former divorced wives. Quarters allowances apply only to wives, children, and parents.

On a whole, too, the financial provisions for the families of men in the lower pay grades are more generous than the provisions for quarters allowances. Only one quarters allowance can be paid on account of the service of one enlisted man, whereas various relatives may receive family allowances. The aggregate amounts payable to the relatives of a man in the lower grades is often more than double the amount that is paid as a quarters allowance, which is limited to \$37.50 a month.

Wives and children of men in service are eligible for either allowance without proof of financial support; their dependency is presumed. Parents are eligible for family allowances if they are dependent upon the man in service for a substantial portion of their support. A man may receive a quarters allowance on account of his



FAMILY ALLOWANCE



QUARTERS ALLOWANCE

Enlisted men in the lower four pay grades get family allowances; enlisted men in the upper three pay grades get quarters allowances. There is a real dividing line between the two.

parents, however, only if they are in fact dependent upon him for their chief support. Courts have interpreted chief support to mean over 50 percent.

Because of these differences, in certain large families a man and his dependents may receive more if he is in the fourth pay grade than if he is promoted to the third pay grade. This unusual circumstance occasionally leads men who are promoted to second class petty officer to file incorrect applications for money allowances in lieu of quarters, on the assumption that the program is as broad as the family allowance provisions. Other men fail to apply promptly for a quarters allowance, under the false impression that family allowances will continue or that a quarters allowance will be substituted for family allowances automatically.

Another important distinction between the programs is more a matter of form than of substance. Whereas family allowances are payable directly to the dependent relative, quarters allowances are credited to the enlisted man's own account. Quarters allowances for dependent parents are authorized, however, only so long as the man continues to have an allotment in effect, payable to the dependent relative, in an amount which is equal to or greater than the amount of the allowance.

The Casualties and Allotments Section warns that the statements made in connection with applications for both programs are carefully checked

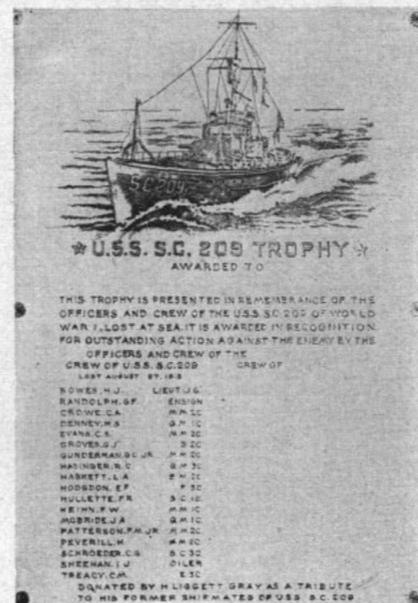
to determine their accuracy, and information is also obtained from the relatives concerned to establish their eligibility. Misrepresentation gives rise to disciplinary action, which is entered in the man's record.

Plaque Offered to Outstanding SC Boat

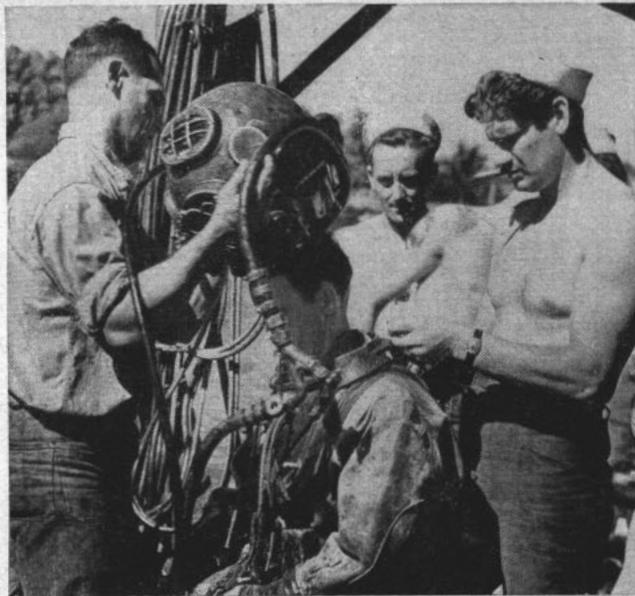
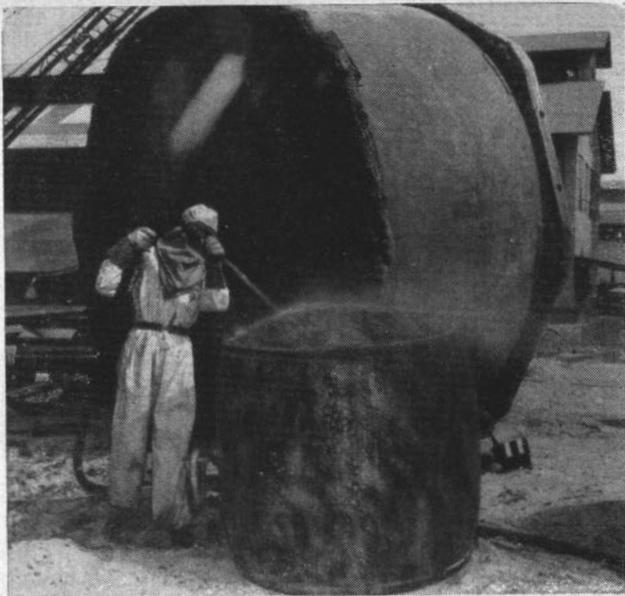
The plaque below, etched in silver and handsomely mounted on a wood base, has been presented by H. Liggett Gray of Riverside, Conn., a shipmate of the officers and men lost in the sinking of the SC 209 on August 27, 1918, to be awarded with suitable inscription to the first vessel of the 110-foot PC or similar class which distinguishes itself by outstanding action against the enemy.

Recommendations for the award should be made via the commanders-in-chief of the fleets or the commanders of all naval districts to the Chief of Naval Personnel, who will make the award on the basis of the recommendations. Determination of the first outstanding action will be on the basis of the date of action.

Only those actions should be submitted which are, by reason of special skill, initiative or heroism, outstanding from a standpoint of naval tradition. Contribution to such performances may be made individually or by the combined efforts of all.



The Plaque



—Official U. S. Navy Photographs.

SCRAP FROM PEARL HARBOR: Left, a metal drum from the battleship Arizona; right, a diver prepares to go down to the Arizona to seek more salvage.

Scrap From the Battle Fronts

Under Enemy's Nose, Naval Supply Officers Gather Material for Armaments

UNITED STATES ships, returning from the war zones, are bringing back "battle scrap" at the rate of approximately 3,000 tons a month to be turned into new weapons.

Scrap from Pearl Harbor, including much of the metal reclaimed from ships, airplanes, and shore installations damaged December 7, 1941, has been a major item in the homeward flow of scrap metal. Damaged planes and other bulky materials have been melted down in furnaces in the Hawaiian Islands to make solid pigs of metal to be shipped as ballast in Navy ships home-bound from the battle areas.

The most vital type of scrap coming back from the fighting zones is cartridge cases. The Bureau of Ordnance arsenals rework and reload such casings several times. When too badly damaged for reloading the casings are remelted.

Second in importance is rubber of all kinds, such as can be stripped from cable or salvaged from the fuel tanks of wrecked planes. Tires and tubes from damaged vehicles are brought home for reprocessing. Heavy steel from damaged warships, or from the conversion of merchant ships to naval

vessels, is another type of scrap being reclaimed.

Repair ships which follow the fleet to repair battle damage on the spot accumulate supplies of scrap which are shipped out whenever there is a chance to load it. Shipment of scrap from battle zones, however, cannot be done on schedule. Sometimes a cargo boat must discharge its supplies at night and get away fast, without risking a brush with the enemy. In that case there is no time to take on scrap, though it may be lying ready close at hand.

The debris of battle is systematically gathered up by supply officers on the scene of operations. Ships returning from the Southwest and South Pacific often bring home rough ore in their holds, if they do not carry scrap. With either type of cargo, the decisive factor in loading is the opportunity to do so without endangering the ship. Some battle salvage from the South Pacific is being shipped to Australia under the same conditions which govern shipments to the United States.

Offshore scrap collection stations have been set up at Argentina, Newfoundland, Bermuda, Cuba, and

Samoa, in addition to Hawaii, to collect and prepare a continuous flow of scrap from both Army and Navy sources. The two services have a working arrangement that scrap will be taken by whatever facilities available.

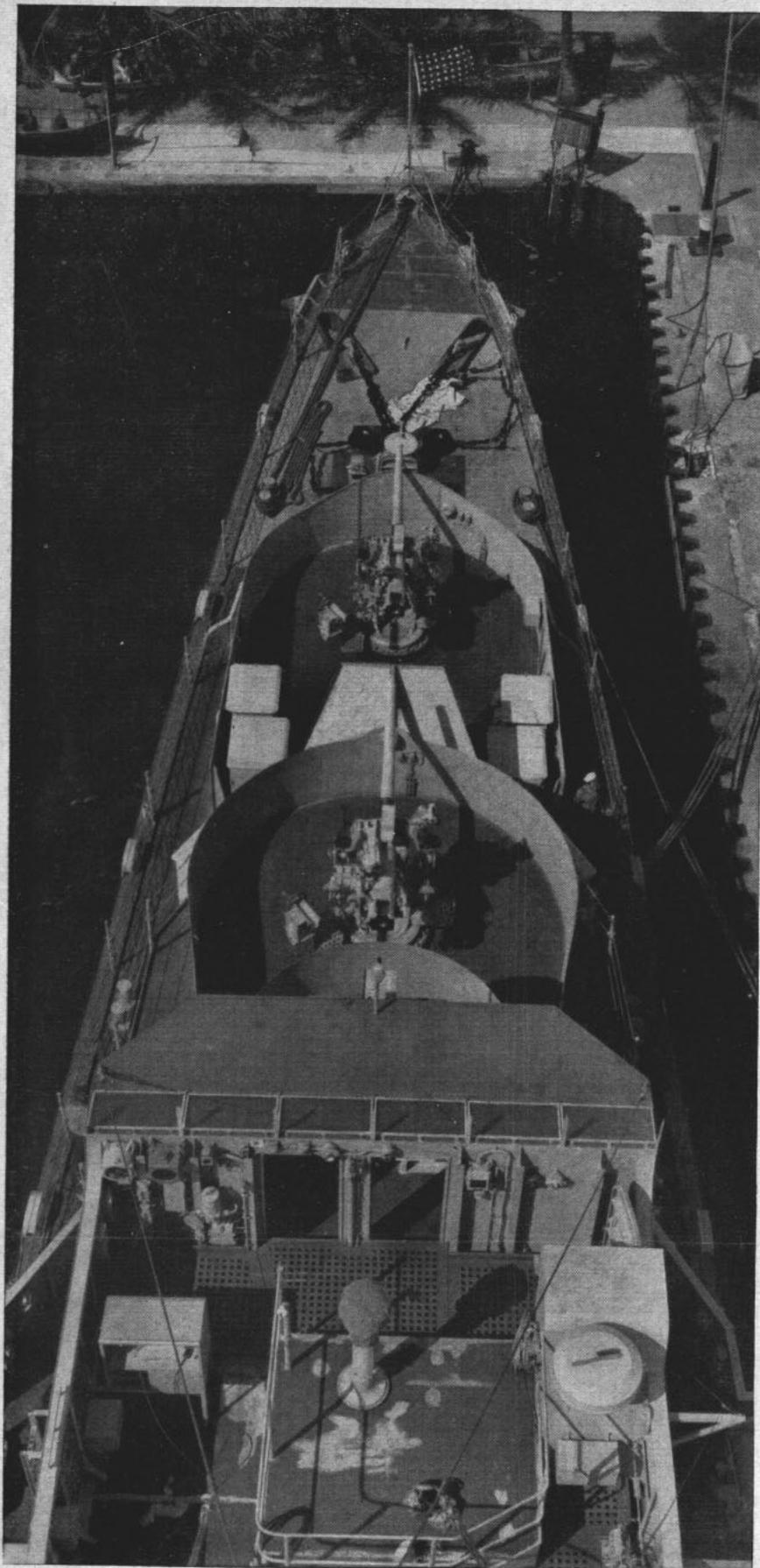
Nearly every item used by the Navy is salvaged in some degree. From antifreeze to pliofilm covers for airplane engine covers, including scraps of lucite from airplane windows and ends of rope, almost everything is saved for new uses.

Waste lumber, under the present salvage policy, is given to welfare agencies or needy families if it cannot be used by the Navy. Typewriter ribbon spools and photographic spools are saved. Electric light bulbs yield brass; insulated wire and cable gives up copper, rubber, and plastic; tin cans go to detinning plants and steel mills; fats and greases are sent to the renderers; garbage is sold to piggeries; empty cable reels are used again and again; and scrap cordage is reprocessed into a tough fiber paper which serves as a substitute for silk in small parachutes such as those used for dropping plane flares.

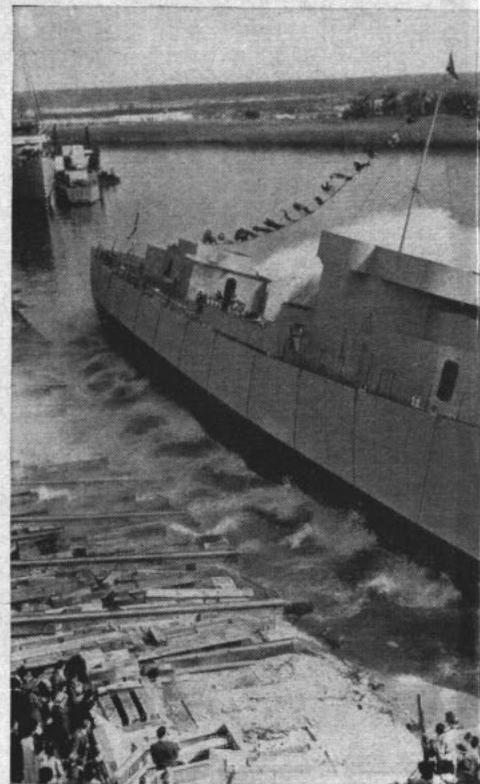
DESTROY

Newest Anti-S
Now Are In

AT LEFT: Looking down upon the pro
right: Looking up at the vessel from
of the newest type ship in the United
nearly all United States Navy yards and
the Gulf, and the Great Lakes, now we
war. Details: About 300 feet long, 35-
electric drives. Diesel-g geared and turbi



Forecastle becomes mess hall at chow time
DE's are larger, faster than Canadian
corvettes.



The Ships Are Launched

R ESCORT

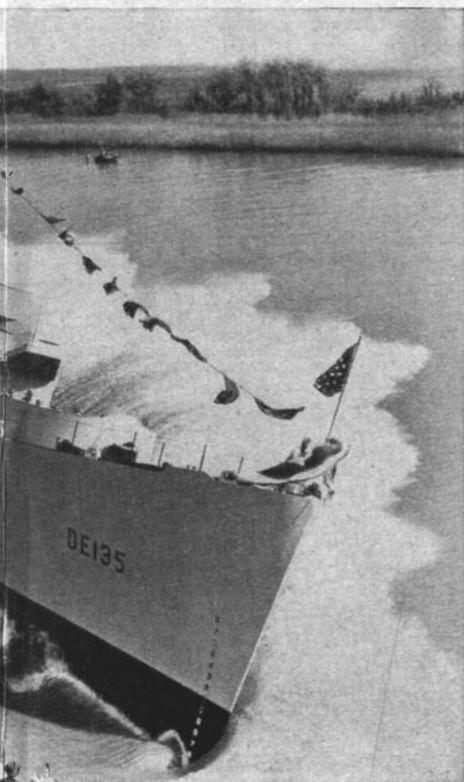
marine Vessels s Production

of a DE ship from the pilot house. At
shore. These photos, first to be released
Navy, came out with the news that
dozen privately owned yards on both coasts,
turning out the craft for the 1943 U-boat
not beam, 1,300 tons, Diesel electric, turbo-
charged engines.



—Official United States Navy Photographs.

Guns are 3-inch cannon, 20-mm. Oerlikon
AA's. DE's also carry depth charges;
some carry torpedoes.



ewise at Orange, Texas.



Growth

(Continued from page 3)

are taking to the air in swarms to join the fleet."

Mentioning the quota increase from 15,000 to 27,500 planes, he said that the Navy had been diligent in inaugurating experimental projects and in capitalizing on combat experience from all sources.

In addition to the increase of more than 6,700 pilots in naval aviation, the number of enlisted men with aeronautical ratings had risen from 12,432 to 31,106. Preflight training centers had been established at four universities, with attendance at each center scheduled at 1,900 students, a total of 7,600 at all times in 1943.

Asserting that the Navy Bureau of Ordnance had proved during the year "that it can and will provide the guns to beat the Axis," Mr. Knox stated that the seven-ocean fleet will get the weapons it needs, while "ordnance now in use will not only be kept firing but will be modernized.

"From our arsenals were coming weapons capable of shooting farther, higher, harder and faster than any yet designed, as the production of ordnance kept pace with the output of ships and planes," he added.

Naval personnel approached the million-mark at the end of June. The Marine Corps also had more than doubled its strength. Coast Guard strength had grown to 58,632 with an additional 11,500 volunteer yacht and boat owners supplying 400 flotillas of 9,500 boats.

Excerpts

(Continued from page 4)

The death rate, except for the battle casualties, has also been exceptionally low.

An important advance was the creation of navy mobile hospitals which have proved exceedingly useful. Additional hospital ships have also been necessary.

DURING the 1942 fiscal year the U. S. S. *Massachusetts*, U. S. S. *Indiana*, and U. S. S. *Alabama*, the last three 35,000-ton battleships under construction, were launched. The U. S. S. *North Carolina* and U. S. S. *Washington* had been commis-



Section Base Sweeping

"Lemme see—what did I do yesterday?"

sioned during the spring of 1941, and the U. S. S. *South Dakota* had been launched in June 1941. By the end of the fiscal year the U. S. S. *South Dakota*, U. S. S. *Massachusetts*, and U. S. S. *Indiana* were all in commission, and the U. S. S. *Alabama* was rapidly nearing its completion date.

The experimental development of large multi-engined seaplanes was featured by the launching and flight testing of the 140,000-pound "Mars." Tests to date on this model have demonstrated its soundness of design and aptitude for long-range patrol or transport missions.

In addition to powered aircraft developments, an accelerated glider program was undertaken. Included are types for amphibious tactical use by the United States Marines.

Lighter-than-air activities were intensified by legislation increasing the authorized strength from 48 to 200 airships and by the operational requirements of the antisubmarine campaign. Procurement was accelerated to equip the squadrons forming on both coasts. Four antisubmarine squadrons were commissioned during the year.

Technically trained personnel attached to the aerology and photography divisions increased greatly as wartime needs for such information expanded. The Naval School of Photography at Pensacola expanded its training program, and a new Photographic School of Interpretation was

formed at Anacostia to provide specialists for assignment to combat areas.

The Air Combat Intelligence School provides aviation specialists trained to collect, correlate, and disseminate information from the Fleet as an aid toward evaluating naval aviation equipment and the tactical application of the training syllabi. Without delay, accordingly, the recorded experience of our naval aviators in action constantly is being translated into improvement of combat equipment and tactical doctrine.

Several glider training stations are being built for the Marine Corps.

Increased prices of cotton, wool, and leather have raised the value of the prescribed outfit issued to men on their first enlistment from \$118.95 for the fiscal year 1942 to \$133.81 for the fiscal year 1943.

By the end of the year the enrollment of the Coast Guard Auxiliary, a voluntary nonmilitary organization of yacht and motorboat owners, aggregated approximately 11,500. The organization had 9,500 boats in about 400 flotillas.

Navy industries during the year produced war goods at a rate approaching a billion dollars per year. The production of these industries is varied. One of the yards is a gun factory. Among the naval air stations is a naval aircraft factory which is primarily engaged in developing new planes, rather than in mass production. At naval air stations equipment is developed for assembly and maintenance of aircraft. Employment at the nine navy yards in the continental United States totaled 350,000.

Navy yards repair and build ships as well as produce armament. They are operated by naval officers, and are manned by supervisors, civil service and civilian employees. In the case of the air stations, some of the actual operating forces are composed of enlisted men and petty officers of the Navy, who thus gain valuable experience fitting them for work they may perform at advance air bases or on aircraft carriers.

All of the industrial naval establishments specialize in the repair of Navy ships or planes. The navy yards, especially in wartime, devote 50 percent of their activity to shipbuilding.

Sub's Trek

(Continued from page 7)

then turned her attention to the next vessel, a big tanker. But the tanker proved a warier foe.

"They had lookouts swarming all over the ship," Lieutenant Commander Chappell said. "They didn't have any trouble spotting us, and they turned and fired at us. We went down and came back up after dark. We dogged them all night. Finally we came up with the first one we'd hit. But he was pretty jittery, and spotted us before we could get set, and chased us away.

"Then we found the tanker again, and this time it was our turn. We got one or two torpedoes into her, I don't remember which, but he was the damnedest looking mess you ever saw. He burned so beautifully I let the boys come up on the bridge and watch him. The boys swore we'd broken him in two. All I know is that he made a fine fire."

The next morning one ship was gone entirely, the second was listing so badly she seemed about to turn over, the third was still in good shape, so the captain of the submarine decided to have a try at her. But he got tangled up in a cross-fire from both ships and had to give it up.

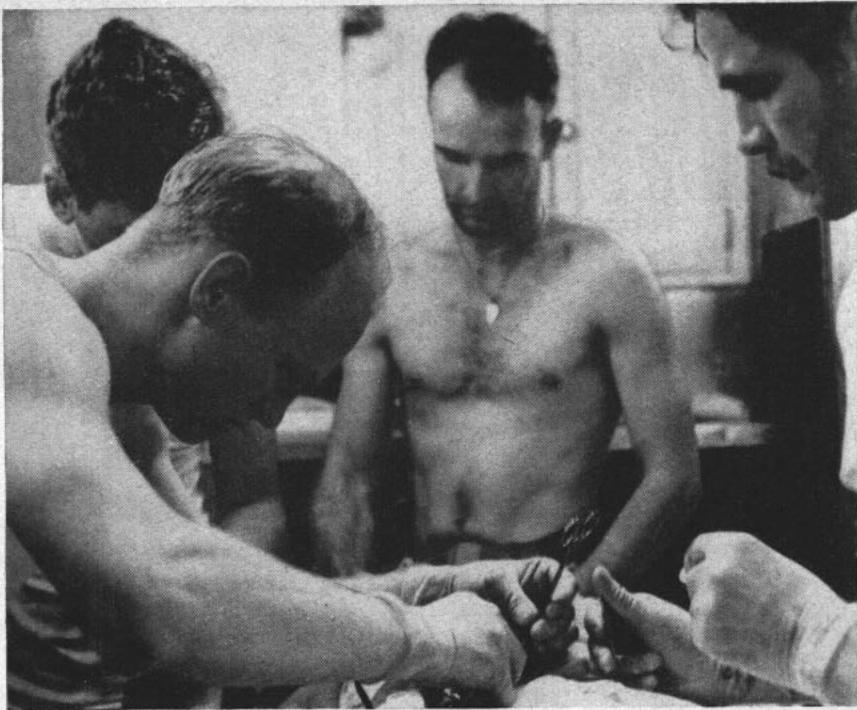
You Sink Ships With Bow Shots

At this point the submarine was not especially anxious for violent action, having only one fish left in her forward section. There were plenty of torpedoes aft, but the bow shots are the one you sink ships with as a general rule.

Then a good sized Jap cargo ship was spotted just off the entrance to the bay. The submarine got in as close as it could, and launched its lone bow torpedo. It was a good shot, catching the freighter squarely.

Lieutenant Commander Chappell promptly squared off for a chase, anticipating that the Jap would either make for the bay or try to beach his ship. To his surprise, the Jap skipper did neither. Instead, the crew began pouring overboard and swimming away.

"We soon learned the reason," the captain related. "After a very few minutes that ship blew up with the damnedest explosion I ever saw. I



—Official U. S. Navy Photograph.

One of Those Underseas Appendectomies

A story in the March issue of THE INFORMATION BULLETIN (p. 13) told how Chief Pharmacist's Mate Thomas A. Moore of Chino Valley, Ariz., performed an emergency appendectomy on Fireman George W. Platter of Buffalo, N. Y., when the latter was stricken aboard the submarine "Silversides" in enemy waters in the Pacific. Here is a photograph of the underseas operation. Moore, left, is cutting the appendix away from the colon. Chief Moore never had performed an appendectomy before but felt confident he could do the operation. The badly inflamed appendix was removed after 5 hours' work. Platter was back on light duty after 8 days.

guess he was loaded with ammunition."

Completely out of bow torpedoes, Lieutenant Commander Chappell started his submarine back toward a refueling base. The trip home was completely without incident—except that one night they ran into a convoy of a freighter, a tanker, and a destroyer, and by "sheer good luck" picked off the tanker with the stern torpedoes. "Burned beautifully," he recalled. "Tankers always do." He always feels elated when he picks off a tanker, because "you know they can't run their fleet without oil."

When they got back to port they learned the Guadalcanal show was opening up, and that events in general were breaking better for the home team.

They started the next trip with high spirits. One morning their periscope picked up a tanker with an escorting

destroyer and they bore down on their quarry with boundless glee. But the destroyer picked them up and moved in for a fight. They had to submerge and escape.

Night work is a submarine's specialty, and in the case of this underseas craft, as with most submarines, many of her conquests were after-dark escapades.

There was the time the submarine picked up a good-sized convoy in the dead of night. A fat tanker was the rearmost cargo ship and a destroyer was bringing up the rear, patrolling back and forth like a dog tending sheep.

"We hung around out there, 4,000 yards from the tanker, watching the destroyer," the submarine's captain said. "The destroyer came out until he was almost directly astern of us, and then headed back. As soon as he got on the opposite side, we closed

range and got two torpedoes into the tanker.

Make Japs Fire on Each Other

"The destroyer heard the commotion and turned around and cut across the column ahead of the tanker, looking for us. Meanwhile, the other destroyers which had been protecting the head of the column came roaring back to see what the trouble was. They knew the direction the torpedoes had come from, but when they looked out there, all they saw was the silhouette of a destroyer. So they opened fire on her.

"We scooted out of there as fast as we could, but the first destroyer heard us, and started after us. We were about to dive, but I kind of hated to. We were in a mood for a race, so we stayed on the surface and ran for it. He kept misjudging our position, and his shots were always well astern of us. He kept it up for a long time, but finally gave it up in disgust. That chase was the most fun of the whole party."

A little later, the submarine was ordered to return home again. Lieutenant Commander Chappell was willing, being down to his last four torpedoes. On the way he made contact with a small cruiser and couldn't resist the temptation. He tossed a single torpedo, which he thinks must have scared the Japs half to death. It missed the ship by 10 feet but it was so close that the wash from the propeller exploded it, and the blast hoisted the stern out of the water and let it drop with a splash.

The Japanese ran around, scanning the air for planes. Seconds later, they learned the direction of the danger. A second torpedo struck them amidships.

But the Japs still had fight left in them. "We thought they were goners," said Lieutenant Commander Chappell, "but that scoundrel got his cannons working and came right after us, shooting to beat the band. He was also trying to ram us, but misjudged us, and I gave him another torpedo before going down. When we got back up he was sitting there, one big blob of smoke."

There's something in the makeup of a submarine man that's different from the usual Navy man, some indefinable quality that sets him apart. The life, which to an ordinary individual would be a nerve-racking



Rinaldi in The Hoist

"Does honorable admiral wish to report slight damage?"

succession of hair-breadth escapes interspersed with weeks of inactivity, suits the submarine man to a T, so much so that he's intimidated at the mere suggestion of other duty.

Depth Charges? No Worry!

"If they ever want to scare me to death," Lieutenant Commander Chappell says, "they just have to put me on one of those surface ships. Up there, you often find yourself going in with 5-inch guns against a guy with 8-inch guns. That would terrify me, honestly. Down here, we're safe. Depth charges? Nothing to worry about at all. Did you ever try to hit a fish with a rock? Same thing."

As for the enlisted man on the ship, his attitude is fairly exemplified by the man on the submarine who, at a moment when a destroyer was prowling about in search of the underseas craft, approached Lieutenant Commander Chappell with a bland countenance and said, "Sir, we want permission to dedicate a theme song to that destroyer up there."

Lieutenant Commander Chappell gave permission, wondering what was up. Presently he heard sweet harmonies arising from the recording machine in the crew's quarters, as a team blended their voices in "Mean to Me."

Battle Names

(Continued from page 12)

motor torpedo boats sunk. Japanese: Two destroyers sunk; four destroyers probably sunk; eight destroyers, two cargo ships and one ship of miscellaneous classification damaged.

Total United States Losses in the Solomons

	Sunk	Damaged	Overdue and presumed lost	Destroyed or prevented capture	Total
Battleship.....	0	0	0	0	0
Aircraft carrier.....	2	0	0	0	2
Heavy cruiser.....	4	1	0	0	5
Light cruiser.....	3	1	0	0	4
Destroyer.....	13	3	1	0	17
Submarine.....	0	0	1	0	1
Miscellaneous.....	10	0	0	0	10
Totals.....	32	5	2	0	39

Total Japanese Losses in Solomons

COMBATANT SHIPS

	Sunk	Probably sunk	Damaged	Totals
Battleships.....	2	0	6	8
Aircraft carriers.....	0	0	4	4
Cruisers.....	9	0	25	34
Destroyers.....	26	9	42	77
Tenders.....	0	0	2	2
Others.....	0	0	2	2
Totals.....	37	9	81	127

NONCOMBATANT SHIPS

Fleet tankers.....	0	0	4	4
Transports.....	13	1	5	19
Cargo and supply.....	9	0	14	23
Miscellaneous.....	2	0	4	6
Totals.....	24	1	27	52
Total ships of all types.....	61	10	108	179

'Tis a Small World

"I'm a jay-jay-jay-jay-jay-hawk up at Lawrence on the Kaw," sang Lt. Albert Huber, on patrol duty over waters near Central America, just like he did when a student at the University of Kansas.

He had failed to disconnect his radio, and not far away another Navy patrolman, Ensign Robert L. Talmadge, picked up the song. A conversation started.

The two officers found they live but a few blocks apart back in Kansas City, Mo.

But they had never met and they're stationed far enough apart that they haven't met since.



—Official U. S. Navy photograph.

NAVY GETS A REST CENTER IN BERMUDA: *Made available for \$1 a year by Mrs. Agnes Pyme McLean, daughter-in-law of Mrs. Evalyn Walsb McLean of Washington, D. C., this Bermuda home is part of a relaxation center for naval personnel.*

Navy's Eyes

(Continued from page 11)

100 footcandles may be found necessary.

Under all circumstances the direct illumination should be directed from above and in back of the worker. Under no circumstances should bright sources of direct or reflected light be permitted in the field of vision. Marked contrast between the intensity of the general illumination in the compartment and the directed illumination on the work is to be avoided and where high intensities are necessary on the work there should be corresponding increases in the general illumination. The use of desk or bench lamps is definitely unhygienic in that no matter where you put such a lamp on the deck or bench it is still in front of the eyes and is therefore bound to direct its light at such an angle as to strike the book or bench

and reflect directly into the eyes thus producing eye strain. Floor stand or hanging lamps which can be placed in back of the worker are much to be preferred where their use is possible.

Glare

When one is directly exposed to very bright or tropical sunshine, excessive light may enter the eyes either directly from the sun or by direct reflection from snow, sand, bright pavements, or water. The immediate result is apt to be excessive production of tears, spasm of the lids, and marked irritation of the conjunctivae and styes. For protection against the direct rays of the sun the wearing of a broad-brimmed hat or helmet or of a visor or visored cap is often adequate. For protection against excessive light reflected from water, sand, snow, or pavement sun glasses are essential. The lenses of these glasses should not only be suited to their purpose of absorbing unwanted radiation but they should also be free of irregularities

and optical defects which may be a cause of eye strain if the sunglasses are worn for long periods.

It should be remembered that sunlight contains in addition to its visible rays, many wavelengths of heat and infrared rays, and a few wavelengths of actinic (ultraviolet) rays. The vitreous humor of the eye absorbs all solar ultraviolet rays under the wavelength of 270 millionths of a millimeter; the atmospheric envelope surrounding the earth absorbs all solar ultraviolet rays under the wavelength of 292 millionths of a millimeter; the cornea absorbs all solar ultraviolet rays under the wavelength of 295 millionths of a millimeter; the lens absorbs all solar ultraviolet rays under the wavelength of 350 millionths of a millimeter. At the other end of the spectrum the aqueous and vitreous humors absorb all infrared and heat rays longer than 1,100 millionth of a millimeter. Consequently the retina is exposed only (a) to the visible rays (390 to

770 millionths of a millimeter in length); (b) to the infrared rays of wavelengths between 1,100 and 770 millionths of a millimeter; (c) to the ultraviolet rays between 350 and 390 millionths of a millimeter. But the absorption of excessive amounts of radiant energy even in this narrow band may give rise to permanent damage of the retina as if by a burn. Viewing of an eclipse or a welder's torch for an extended period without goggles or smoked glass may give rise to this type of retinal damage and "eclipse blindness."

Night Vision

When one goes directly from a brightly lighted compartment to a dimly lighted compartment or to the dark outdoors at night one can see little or nothing at first. After about 10 minutes of adaptation to the dark the normal eye begins to see very much more clearly and progressive improvement in function may be noted with prolongation of the stay in the dark up to a maximum of 40 minutes.

Playing an important part in this adaptation is the pigment in the retina known as visual purple. This visual purple is composed partly of vitamin A and when the diet is deficient in vitamin A for an extended period dark adaptation is both slow and incomplete. Since rapid adaptation to darkness and a keen night vision are so essential to naval personnel on watch duty and similar duties, the prevention of vitamin A deficiency becomes of extreme importance. Vitamin A is found in large amounts in the fat of milk (whole milk, cream, butter, and ice cream), in colored vegetables such as carrots, spinach, and tomatoes, and in eggs, liver, kidney, and fish. It is very abundant in fish liver oils. If for any reason the diet cannot be made to provide about 4,000 International Units of vitamin A a day the medical officer may supplement the diet with vitamin capsules each containing approximately 2,500 International Units of vitamin A along with other essential vitamins.

Another device that is helpful in obtaining the maximum acuity of night vision when on lookout is to utilize the fact that the peripheral portions of the retina outside the central areas are more sensitive to light of low intensity than are those central areas. If, in looking for dimly lighted vessels on the horizon,

one will direct his line of vision somewhat above the horizon, any dim light will fall upon the peripheral retina and be noted even when nothing can be definitely visualized upon directing the gaze straight to the suspected spot and thus placing the image on the central area of the retina.

Fatigue and Visual Reserve

In view of the fact that in doing all close eye work the ciliary muscles of the eye must be in almost continuous activity, it is evident that excessive fatigue of these muscles must be very common. To reduce the "wear and tear" on these muscles and increase their reserves, the following suggestions will be found helpful: (a) obtain as far as possible an adequate amount of sleep; (b) do not expect your eyes to have their normal visual reserve when you are physically overtired or have been forced to reduce markedly your hours of sleep; (c) in doing close eye work arrange for proper illumination (adequate in intensity and directed from behind) and rest your eyes by looking up from the close work and looking away at a distance, if possible, at frequent intervals; (d) be moderate in the reading of newspaper print or other difficult print at night when you are already tired.

Naval Transport Named Lejeune

Secretary of the Navy Frank Knox has approved the naming of a transport the U. S. S. *Lejeune* in honor of the late Lt. Gen. John Archer Lejeune, World War general, who served as Commandant of the Marine Corps from 1920 to 1929. The *Lejeune* was formerly named the U. S. S. *Windhuk*, a vessel acquired from Brazil. She is being refitted at an east coast navy yard.

Carrier Essex Honored

America's new aircraft carrier, the *Essex*, will carry with her into battle a replica of England's famous Essex Regiment eagle crest presented to the carrier by the officers and men of the Essex Regiment as a token of friendship, "good hunting and good luck." The carrier was named in honor of Essex County, Mass. The Essex Regiment, an historical fighting force for more than a century, hails from Essex County, England.

REPAIR FORCE

*Staccato ring of steel on steel,
The flash of flame, the whir of
wheel,*

*Where stalwart crews in denim
clad,*

*Do sweat and strain like demons
mad.*

*While dark and silent lie the
subs*

*And 'gainst the dock the tender
rubs,*

*The tender crew in labors
skilled,*

*Will through the night the boats
rebuild.*

*Boat crews relax, patrol at end,
Repairmen work—the boats to
mend.*

*The shops are lighted through
the night*

*As men turn-to until dawn's
light.*

*The roaring forge makes metal
glow*

*The blacksmith shapes it blow
by blow,*

*Bright molten metal glows like
gold*

*As founders pour it to the mold.
While on the boat mechanics
test*

*The Diesel engines to their best;
'Lectricians check the monster's
nerves*

*Installing wires in crazy curves;
Prismatic eyes and crystal ears
Are carefully tuned as sailing
nears.*

*To overhaul a submarine
Most every craft is on the scene.
Theirs not the glory of the kill,
The tale to which the people
thrill,*

*Theirs but the pride in work well
done*

*And peace of mind when war is
won.*

*Their motto "Do the job in
hand,*

*Forget the fanfare and the
band."*

*In shop and ship with forthright
skill*

*These men gird subs to make
the kill.*

*All hail! these men in dungarees
Whose skill creates our victories.*

—Lt. Comdr. R. R. BURLEY,
USN, repair officer.

Action

(Continued from page 15)

soldiers wanted to surrender, but were afraid to do so because of their officers, an officer asked him whether he would broadcast an appeal to his comrades. He agreed.

The next day the loudspeakers were placed on a ridge at the front. In the ravine below Jap snipers and machine guns peppered away as soldiers set up the apparatus. The shooting stopped the instant the prisoner started speaking. Not a bullet was fired as he spoke.

Standing by the microphone was a Marine officer who knew Japanese. He was ready to shut off the "mike" the moment the prisoner showed any sign of treachery. But the prisoner spoke faithfully.

The debates among the Jap soldiers in the ravine can only be guessed at. Not a shot was fired that afternoon. In the morning, as day was breaking over Guadalcanal, eight Japs, their hands up and the palms forward, walked up to our lines.

Within the hour American soldiers captured another eight who put up no resistance.

Sitting on a Log

Thinking he was going to the rear of his own lines, Pvt1c Bernard Linquist, USMC, 20, of Albert Lea, Minn., wandered nearly a mile and a half into enemy territory. Linquist was working with another company, and when its objective was reached, he left to report to his own section.

It's easy to get lost in the jungles of Guadalcanal. So Linquist did not know he was heading in the wrong direction until he came upon a Jap leisurously sitting on a log.

"I told him to surrender in the only Jap words I knew," Linquist said. "Instead, he started pulling a grenade on me. I figured I couldn't take him prisoner then, so I shot him through the head, before he had a chance to pull out the safety pin."

Suspicion began to gnaw at Linquist as he climbed ridge after ridge without seeing marines. Finally he saw a river which he knew was still held by the Japs. The realization hit him hard—he was about 2,500 yards in front of our front lines.

"I was scared," he admitted. "I had no compass with me and I had failed to take any water along. I didn't even have any grenades. All I had was my rifle.

"I started back cautiously. I heard some Jap voices and ducked behind a tree, holding my breath for fear they'd hear me. It was a party of Japs carrying machine guns. I decided to lay low 'till they passed. I couldn't knock off many with my rifle and if I tried, I'd never get back."

Linquist returned to his section exhausted. He had been in Jap territory for 5½ hours. The battalion intelligence officer told him: "Good work, Linquist, but don't get lost again."

Porky & Co.

Back home the Hospital Corpsmen, who are attached to every Marine company, are called "swab jockeys" by the Leathernecks. On Guadalcanal they're known as "Doc."

The usually hard-shelled Marines make no attempt to conceal their admiration of the men.

Here are stories of some of the corpsmen:

Hospital Apprentice First Class Richard H. Painter, 18, of Detroit, Mich., was with a patrol pinned down by Jap machine gun fire. When a man was seriously wounded, Painter ran through the hail of bullets to stop the flow of blood and apply bandages. The corpsman was shot in the leg. Without tending himself, he carried



Fargo Watch

"Kitty got hitched—but here's a coupla phone numbers her husband gave me."

the Marine to safety and then, saying that stretchers were needed for others, hobbled back to the first-aid station.

In night fighting three corpsmen ran through fire to a ravine where a big Jap shell had fallen on a company of Marines, seriously wounding six. In darkness, while mortar shells exploded about them and the Japs shouted and banged knives against shell cases to lure the Marines into firing and thus disclose their location, the corpsmen rendered first aid. They gave the wounded cigarettes and used their helmets to cover the glow—helmets necessary for their own protection when shrapnel fell. The corpsmen were Pharmacist's Mate Third Class Richard Seavers, 17, of Detroit, Mich.; Hospital Apprentice First Class J. Roy Spence, 18, of Chowchilla, Calif., and Henry H. Sickler, 18, Mossyrock, Wash.

On another sector, Pharmacist's Mate Third Class Marion E. Porcupile, 18, of Seminole, Okla., left his foxhole to treat three wounded men, one of whom had a severely lacerated arm. For 45 minutes "Porky", as he is known to the men, worked deftly in the midst of falling shells. This morning the battalion surgeon told him his speed had saved the life of the boy with the wounded arm.

"Porky" was entitled to a rest after that, but, as he explains it, "some mortar shells fell next door and wounded three guys and I went over to see what I could do."

On another occasion, a hail of snipers' bullets felled two men in a company which had just moved up to the front. A call for a corpsman went down the line, and, oblivious to the bullets, he ran to the wounded, tossing his helmet away because it slowed him down.

Meanwhile the men of the company fanned out into action. They blazed away with rifles and automatic weapons until the ravine ahead was clear of Japs.

"I can't hold those kids back," their commanding officer said. "They hear a sniper and off they go. They've got guts."

The two wounded men had received superficial though painful injuries. They lay silently, puffing on cigarettes their buddies placed between their lips, as the corpsmen dressed their wounds.

"I carry morphine to deaden the pain," the corpsman said, "but I haven't given it to anyone yet. None of them will admit they're in pain."

He Walked Back

The words of Maj. Ewart S. Laue, Seattle, Wash., tell the story of the heroism of Pvt. Lewis F. Franklin, Beaumont, Tex., against Japanese forces on Guadalcanal:

"When the other members of the crew were hit and out of action, the kid manned the machine gun single-handed. From his position, it was impossible to work a traversing field of fire, so he picked up the gun, balanced it on his thigh, and sprayed lead. When the order came to fall back to a new line, he was still fighting mad and had to be forcibly restrained."

Corp. Oliver G. Cruickshank, of Bear Valley, Mariposa County, Calif., told of some other phases of the fighting. His squad was in a raiding party which was to knock out eight Jap field pieces.

Caught in a pocket of fire, only Corp. Cruickshank and two others of his squad weren't hit, but those who could fought on.

"The number three gunner of my squad," said Cruickshank, "was hit twice in the chest, but he helped other wounded out of the way, then set up his gun and, cool as a cucumber, fired away until he used up two boxes of ammunition. I know he knocked out one gun, maybe more. He's Pvt. Donald Carlson, of Minneapolis. He walked all the way back to the hospital without help."

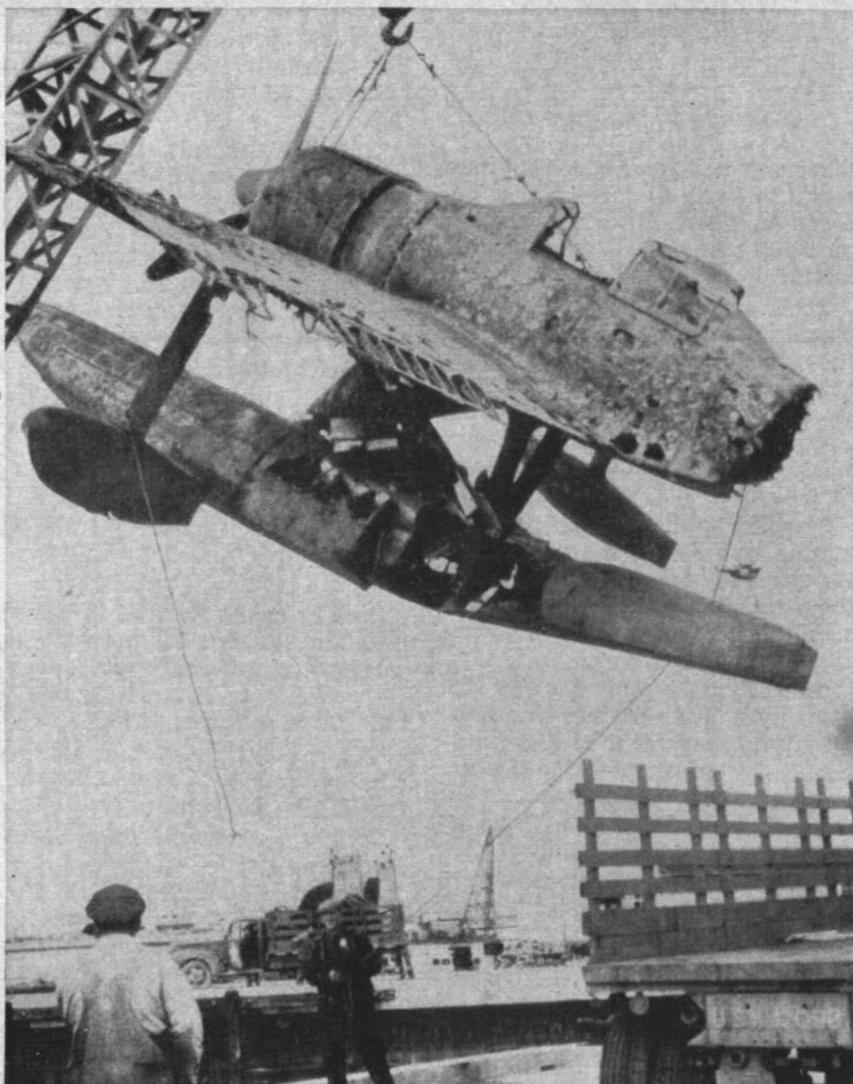
Chop Down Treed Japs

A Marine regimental commander commended his tank-destroyer platoon for action as assault artillery in a three-day operation west of the Matanikau River.

The tank destroyers, mobile "half tracs" or trucks with regular front wheels and tractor treads for rear wheels, mount a heavy gun and a machine gun.

In the operation, the "half tracs" were not opposed to Japanese tanks but they fired a preparatory barrage and helped smash stubborn Japanese defenses, driving on the second day into enemy territory to clear out three unyielding pockets and wipe out six machine gun nests.

On the third day, the "half tracs"



—Press Association.

A battle-scarred Japanese float-type Zero, shot down in the Pacific war zone, is unloaded at Alameda, Calif.

cleared the way with a barrage, and accounted for two more machine-gun emplacements and a 40-millimeter gun. The barrage was so effective that the regiment suffered only two casualties in its advance.

Jap snipers desperately sought to kill the tank-destroyer crews, but the Americans solved this problem by hurling their highly accurate, highly explosive projectiles at trees sheltering the snipers, mowing down trees and occupants.

Front-Line Tiny

Thomas S. Montgomery, 28, of Yuma, Ariz., an American Red Cross field director, was on one of his frequent trips to the Guadalcanal front

lines distributing cigarettes and matches when he went farther than he intended.

Wandering about in the jungle, 6-foot-8½-inch Tiny, as he is known to the regiment, met a group of Marines and offered them smokes.

"Say, fellows," he asked, "aren't we pretty close to the front lines now?"

They looked at him with astonishment. One Marine said:

"Front lines, hell. They're half a mile behind us. This is a patrol."

The Marines got Tiny home safely.

He Had a Busy Hour

Corp. Charles A. West, usmc, of Greenwood, S. C., volunteered to go forward and throw hand grenades into the enemy pillboxes while his

squad "covered" him. In a little more than an hour he wiped out 25 of the enemy positions. West is also credited with killing five enemy snipers.

"Honolulu"

Thoughts of Pearl Harbor must have led him to shout "Honolulu" as the squad he was in killed two Japanese, says Sergeant Russell Stanley, of Maynard, Iowa, and so "Honolulu" became a Marine war cry.

Second Lt. John Priestly, of Pontiac, Mich., was in charge of the patrol, and with its battle yell of "Honolulu" it was credited with killing at least 12 Japanese, capturing five machine guns, and as many 47-millimeter and 77-millimeter guns during a 45-minute operation.

Cook's Tour

PFC Leland B. Simpson, 22, of Winnetka, Ill., decided that he "couldn't fight this war from a galley" all the time.

Without a word, he laid aside his ladles after serving morning chow, picked up his rifle, a bandolier of ammunition, and three hand grenades, and slipped off toward the front.

"I was going along the side of a cliff in the jungle," he said, "when I noticed a movement in the bushes. I crawled up quietly to within 20 feet of the place and yelled:

"'Get the hell outta there.'

"A Jap stuck his head up. He still had a look of surprise when I shot him dead."

Simpson shouted again: "Any more there?"

Hearing no reply, he pulled the pin from a grenade, counted up to four so that no Jap could possibly toss it back at him, and threw it into a cave behind the bush.

Inside the cave Simpson said he found the mangled bodies of two Japs—one a major.

Upon his return to camp, the battalion commander smilingly reprimanded him for "free lancing." The mess sergeant "gave me hell for slipping off but promised me he wouldn't have me locked up," he added.

Simpson couldn't sleep last night. The excitement of killing his first Jap was too much for him.

This morning he was back at his job of preparing and ladling out chow. But he wore a smile of deep satisfaction. He was "one of the boys" now.

WAVES Will Wear Turbans

The WAVES will wear turbans with their aviation coveralls. The turban will be a protection to keep stray, flying locks in place. It will be worn when working around motors in plants or factories.

Marriage Regulations For WAVES Changed

Changes in regulations will allow women reservists in the Navy, Marine Corps, and Coast Guard to marry men in their own branches of the service at any time except during indoctrination and training courses. Under the former ruling, women reservists had to resign upon marrying men in their own branch of the service.

The marriage regulations still bar women married to Navy, Marine Corps, and Coast Guard personnel from entering the same branch of the service as their husbands.

NOMENCLATURE

*If you would be a sailor's wife,
His speech you must not spurn.
Because to lead the Navy life,
You've simply got to learn:*

*That bread is "punk," and coffee
"mud," and water "angel
wine."*

*That floors are "decks," a "bil-
let" a bunk, and "hawser" is a
line.*

*That officers are all "gold
braids" and any land's the
"beach;"*

*That "shoot the breeze" de-
scribes the thing civilians call
a speech*

*That married sailors are
"lashed up" if "squared away"
or not;*

*That if your romance has
"fouled out," it's trouble that
you've got.*

*But there's this consolation for
New wives of Gold and Blue,
The Navy has no other words
For Darling, I Love You!*

—The Bowline.



—Press Association.

The once-proud Japanese liner "Kinucawa Maru," part of the invasion fleet which was routed by American warships in the Battle of Guadalcanal, lies with her nose in the air and stern deep in the water off Guadalcanal. A gun is barely visible on the bow of the ship.

World

(Continued from page 23)

with the depth charges on her stern exploding as she sank.

Sighting the enemy patrol ship early one morning, the submarine opened fire at a distance of 2 miles. The sub was not materially damaged in the ensuing battle.

The attack cost the life of one of the crew members, Herbert Andrew Calcaterra, MMM1c, USN, Stoneyford, Calif. Calcaterra was awarded the Silver Star medal posthumously for his part in the engagement. Five of his shipmates also received the Silver Star medal for "conspicuous gallantry and intrepidity" in the encounter. They are Daniel James Schultz, CGM, USN, Waseca, Minn., Chester Phipps, MMM1c, USN, Beardsley, Kans., Lloyd F. Hern, GM2c, Brownville, Nebr., Robert F. Case, TM2c, Tenino, Wash., and Joseph Matthew Petrovsky, EM1c, USN, Johnson City N. Y.

'Shooters—Not Tooters'

Balboa, Canal Zone.—Sixty years old—too old to fight, he says he was told by the Marines—Capt. Horace Talbot, USMC (retired), has gone to sea as an ordinary Merchant Marine seaman. His object: To "Get a couple of Japs, knock them cold, and bring back a necklace of teeth."

Captain Talbot, whose home is in Boston, served over 30 years with the Marine Corps, including more than 10 years as bandmaster at San Diego, Calif.

He says he is finding excitement in the Merchant Marine. For instance, last August the small boat on which he was standing while rigging a stern anchor on a disabled ship was sunk from under him. He spent 15 hours in the open sea before being rescued.

He should know something about excitement. He says he was with "The first Marines to go over and the last to come out," in the first World War. His decorations included: Three Purple Hearts, an Army decoration awarded men wounded in action; the Silver Star, also an Army award; and the Croix de Guerre, the French decoration, for gallantry beyond the call of duty.

Last April Captain Talbot's request for combat duty was refused. He joined the Merchant Marine, leaving

his bandmaster's post, because, as he expressed it:

"Music was fine in peacetime, but in wartime, shooters are needed more than tooters."

"My intention when I signed up with the Merchant Marine," said Captain Talbot, "was to make a couple of trips, see some action, and then come back and retire on my pension."

"But, I wouldn't quit now for all the money in the world. I'm in this war now and I'm going to stick it through to the end, because they can't keep a good Marine down."

Axis Bomb Helps—Us

The story of how enemy bombers actually aided invasion forces in North Africa is told by Chief Boatswain's Mate Lloyd M. Morris of Vallejo, Calif., who was awarded the Purple Heart for wounds received.

Two supply boats, used in the landing operations, had been unloaded and were high and dry on a beach near Casablanca. It was Chief Morris' problem, to get them afloat. Enemy bombers appeared overhead and a bomb landed directly between the two heavy boats. A large crater was blasted in the sand and quickly filled with water, gently floating the boats. The enemy planes had saved about seven hours' work.

A Plane is 'Torpedoed'

The usual situation was reversed and an enemy aircraft was "torpedoed" by a British submarine for a unique victory somewhere in the Mediterranean.

Submerged while on patrol duty, the commander of the British sub sighted an enemy supply ship escorted by three low-flying planes. A torpedo was fired. The result was a "magnificent column of orange and white smoke rising 1,000 feet high."

The submarine commander then noted with astonishment that only two enemy planes were in sight.

The third had apparently been caught by the explosion from the supply vessel and had been destroyed.



PenguinNews

New Aide to Secretary

Capt. Lyman Spencer Perry, USN, has assumed duty as aide to the Secretary of the Navy. He replaces Capt. Frank Edmund Beatty, USN, who has been given a command at sea.

Captain Perry, of Jefferson, Ohio, has been stationed at the Naval Academy, Annapolis, Md., since July 1940, first, as executive officer, and later as head of the department of physical training.

Captain Beatty, of Coronado, Calif., has been aide to the Secretary since April 1941.

Ship Is Awarded Plaque

Survivors of a torpedoed tanker, the *Esso Bolivar*, who were rescued by a Navy minesweeper a year ago, have expressed their gratitude by presenting a silver plaque to the rescue ship, the U. S. S. *Endurance*. The *Esso Bolivar* was attacked by an enemy submarine and its survivors landed at a United States port by the *Endurance*.

4.0

Boatswain W. J. Sullivan, USNR, of El Paso, Tex., who is attached to the Norfolk Field Office, accomplished an unusual feat on January 22, 1943, while shooting the qualification course for .45 caliber pistols at the Antiaircraft Training Center at Dam Neck, Va. He shot a perfect score.

Infantry Journal Publications

The Infantry Journal, which is owned by the nonprofit United States Infantry Association, produces a number of books that are believed to be of interest to naval personnel, among them:

	Cents
What To Do Aboard the Transport.....	25
Infantry Drill Regulations.....	50
The Fight at Pearl Harbor.....	25
How the Jap Army Fights.....	25
Others available in the near future are:	
Psychology for the Fighting Man.....	25
Military and Naval History of the United States By Fletcher Pratt.....	25
How to Shoot the U. S. Army Rifle.....	25

The list of publications available from or through the Infantry Journal comprises several hundred volumes, and it is suggested that interested

Ship's Service Officers communicate with the Infantry Journal, 1115 Seventeenth Street NW., Washington, D. C., requesting their offering list and such other information as is desired concerning discounts, etc.

CASUALTY FIGURES

Casualties of the U. S. Naval Forces (Navy, Marine Corps, and Coast Guard) from December 7, 1941 to March 20, 1943, inclusive, total 24,522, including dead, wounded, and missing.

During the period from March 2 to March 20, inclusive, casualties reported to next of kin totalled 686, including 79 dead, 118 wounded, and 489 missing.

A break-down of the casualties by service and classification follows:

	Dead	Wounded	Missing	Total
Navy.....	5,340	2,189	10,766	18,295
Marines.....	1,522	2,431	2,027	5,980
Coast Guard..	51	19	177	247

Prisoner of War
Prisonnier de Guerre

Postage Free
Franc du Port

Prisoner's rank, full name, and branch of service
(U. S. Army, U. S. N., or U. S. M. C.)
Interned by Japan in the Philippine Islands
c/o Japanese Red Cross, Tokyo
Via New York, N. Y.

—The American Red Cross.

How to address a letter to a prisoner in the Philippines. Leave space on the front of the envelope for forwarding address to be added by the Japanese Red Cross. For a civilian internee write for the second line of the address: "American Civilian Internee held by Japan in the Philippines." Whenever a definite prison or internment camp address is received, substitute it for "c/o Japanese Red Cross, Tokyo." The name and address of the sender must be clearly indicated on the back of the envelope. Letters should be brief, purely personal, with no mention of war, politics, shipping, war production, or defense, and should be typewritten or printed in block capitals to avoid delay in foreign censorship offices. The Japanese Government has told the International Red Cross Committee that it distributed 230,000 letters to American and United Nations prisoners of war during 1942, and is now distributing the bulk of mail received for prisoners from abroad.

Packaging

(Continued from page 25)

vanced bases after they have served their original purpose.

Meanwhile, considerable progress has been made in the conservation of valuable cargo space. Toilet tissues, usually a bulky article, now occupies from 30 to 35 percent less space than formerly as a result of crushing the spool on which the paper is wound. The new "waterproof" V-board, in addition to providing a strong container, is thinner than ordinary wooden boxes of the same capacity and consequently occupies less space. A recent example of space saving was accomplished by the shipment of 25,000,000 pounds of soap. Space occupied was 19 percent less than that previously taken for such a shipment.

One of the most important instances of space saving has been the introduction of dehydrated foods. These are being acquired by the Navy in constantly increasing quantities, although the supply of these products is still insufficient. In the year ending June 30, 1943, the Bureau of Supplies and Accounts is expected to purchase approximately 18,000,000 pounds of dehydrated soups; 7,000,000 pounds of potatoes; 2,000,000 pounds of apples; 1,000,000 pounds each of onions and cabbages; 600,000 pounds of cranberries, and 500,000 pounds each of carrots and turnips.

To develop further these improvements in handling, packaging, and preparation of various supply materials, the Bureau of Supplies and Accounts has established a Containers and Material Handling Section and is sponsoring a Navy Packaging School. The school is located at the Forest Products Laboratory, operated by the Forestry Division of the Department of Agriculture at the University of Wisconsin, Madison. It will provide scientific training for naval personnel in the field of packaging and packing of war materials destined for the armed services and lend-lease recipients.

DECORATIONS and CITATIONS

Navy Cross

Brig. Gen. LaVerne George Saunders, USA, of Washington, D. C., for leading his group of bombers in a daring daylight raid on enemy shipping in the face of severe antiaircraft and enemy fighter opposition in the Buin-Tonolei area of the Solomon Islands, November 18, 1942. At least two 1,000-pound bomb hits were scored on enemy vessels and 12 enemy aircraft were destroyed. After his own airplane was badly damaged and it became necessary to land his plane in enemy territory, he skillfully accomplished a water landing near shore thereby permitting the remaining members of his crew to reach safety.

☆

Capt. Cassin Young, USN, of Coronado, Calif., who was killed in action and who had previously been awarded the Congressional Medal of Honor; Commander Thomas M. Stokes, USN, of Meridian, Miss., and Lt. Comdr. Jack W. Wintle, USN, of Shreveport, La., who was killed in action, for extraordinary heroism in the line of their profession during action with enemy forces. The forces to which they were attached engaged at close quarters and defeated a superior enemy force, and their daring and determination contributed materially to the victory which prevented the enemy from accomplishing its purposes.

☆

Capt. Lyman K. Swenson, USN, of Provo, Utah, who is listed as missing in action, for extraordinary heroism in line of his profession during action with enemy forces while in command of the U.S.S. *Juneau*, on which occasion the force to which he was attached engaged at close quarters and defeated a superior enemy force. The *Juneau* was lost in the Battle of Guadalcanal, November 13-15, 1942.

☆

Capt. Edward J. Moran, USN, of San Francisco, Calif., for his service as commanding officer of the U.S.S. *Boise* in the Battle of Cape Esperance (Information Bulletin, December 1942). Steadily maintaining his position in battle line, Captain Moran



—Press Association.

Pvt. Albert A. Schmid, USMC, receives a Navy Cross from Col. A. E. Randall, left, commanding officer of the Marine Barracks at the Philadelphia Navy Yard. Schmid was credited with killing 200 Japs in a single night last August on Guadalcanal.

kept up a constant and effective fire against the enemy and due to his expert maneuvering, two enemy torpedoes missed their target by a narrow margin. Later when forced to haul out of line after being badly hit and ablaze from enemy fire, the *Boise's* after turrets continued firing throughout withdrawal from the battle.

☆

Capt. Michael H. Kernodle, USN, of Cape Girardeau, Mo., for his efficient and skillful direction of the air department of the carrier, U. S. S. *Wasp*,

of which he was Air Officer, by which he contributed not only to the defeat of hostile forces during the initial landing in the area, but also to the success of long sustained and arduous operations in support of the Tulagi-Guadalcanal position.

☆

Capt. William F. Dietrich, USN, of Mount Vernon, N. Y., for performance of duty in action against enemy Japanese forces in the Guadalcanal-Tulagi area. After participating in the initial attack, Captain Dietrich was subjected to five enemy air attacks

in three days while making repeated trips into the hazardous area in order to deliver much needed supplies. On one occasion, with full knowledge that powerful enemy surface forces were in the vicinity, he returned to Guadalcanal unescorted, with a cargo of supplies urgently needed ashore.

☆

Commander Henry C. Bruton, USN, of Little Rock, Ark., who received a Gold Star in lieu of a second Navy Cross, for accounting for 56,000 tons of merchant shipping and torpedoing a converted aircraft carrier during two war patrols of his submarine.

☆

Commander Peter M. Money, USN, of Cochran, Ga., for his action as commanding officer of a warship which was attacked and damaged, in ordering all hands to battle stations the instant he observed the attack was imminent, thereby preventing numerous casualties. He also maneuvered clear of the formation, at the same time capably directing damaged control organization in correcting list and trim. By his thoroughness of preparation, skill, and leadership, he was able to abandon the area of the attack and bring his ship safely into port.

☆

Commander Carol B. Jones, USN, of Devils Lake, N. Dak., for leading his patrol squadron in repeated bombing and strafing attacks on Japanese ships in Kiska Harbor, despite adverse weather conditions and fire from anti-aircraft and shore batteries. With his own plane pierced by shrapnel and lighter caliber projectiles from enemy fire, he was forced to fly blind pull-outs, avoiding the perilous cloud-obscured mountains.

☆

Their submarines credited with sinking 54,277 tons of enemy merchant shipping and a warship, without casualty to personnel and with only minor material damage to one of the undersea craft, the following:

Commander Creed C. Burlingame, USN, of Georgetown, Ky., credited with sinking 24,227 tons and the warship.

Commander Edward S. Hutchinson, USN, of Paris, Tex., 20,000 tons.

Commander Donald McGregor, USN, of Coronado, Calif., 10,050 tons.

☆

Lt. Comdr. Creed C. Burlingame, USN, of Georgetown, Ky., a Gold Star

in lieu of a second Navy Cross, for sinking 15,250 tons of enemy shipping and seriously damaging an additional 5,750 tons, while commanding officer of a submarine. His first Navy Cross was awarded for sinking 24,227 tons of merchant shipping and a warship.

☆

Lt. Comdr. Willis M. Thomas, USN, of Fresno, Calif., commanding officer of a submarine, for sinking a destroyer, a 900-ton patrol vessel, and 6,900 tons of merchant shipping.

☆

Lt. Comdr. Leroy Coard Simpler, USN, of Harbeson, Del., for leading his fighter squadron against overwhelming formations of enemy Japanese aircraft in the Solomon Islands area, thereby contributing to the destruction of 17 Japanese planes, and personally shooting down one Zero-type fighter. His squadron accounted for a total of 35 enemy planes during service in the area from September 11 to October 6, 1942. (See also Distinguished Flying Cross.)

☆

Lt. Comdr. Willford M. Hyman, USN, of San Pedro, Calif., who was commanding officer of the U. S. S. *Sims*, destroyer lost in the Battle of the Coral Sea, for skillfully warding off the first raid of a hostile aircraft attack on his vessel and the ship which it was escorting, and, in the second raid, when the *Sims* lay dead and crippled in the water, for keeping her guns blazing away until the last Japanese plane had disappeared, then coolly directing salvage and repair operations until the bridge of the sinking vessel was completely awash and he went down into the sea. He is listed as missing in action.

☆

Lt. Comdr. Thomas B. Klakring, USN, of Annapolis, Md., whose submarine sank an 8,215-ton Japanese auxiliary warship, a total of 42,840 tons of Japanese merchant shipping, and damaged a 7,000-ton Japanese freighter.

☆

Maj. John Archibald Thompson, USA, of Tacoma, Wash., for leading his fighter squadron in determined bombing and ground strafing attacks on enemy troops and surface forces, thereby contributing materially to the defense of Henderson Field despite the handicap of primitive oper-

ating conditions and shortage of equipment during the period August 27 to September 25, 1942. In particular, on September 8, with units of his squadron, he covered the withdrawal of our raiding forces to their boats in remarkably successful and complete evacuation operations.

☆

Lt. Comdr. Arthur H. Taylor, USN, of Narberth, Pa., for sinking three large Japanese merchant ships totaling 21,136 tons during a patrol of his submarine.

☆

Lt. Comdr. Courtney Shands, USN, of Kirkwood, Mo., for leading his fighter squadron in the initial air assault on Japanese positions on the Solomon Islands. His flight destroyed seven enemy fighters and 15 patrol planes. This victory eliminated all local air opposition in the area, thus greatly contributing to the successful occupation of the islands by American ground forces. Lieutenant Commander Shands personally shot down four Japanese fighters and two patrol planes.

☆

Lt. Comdr. Ernest M. Snowden, USN, of Beaufort, N. C., for leading his scouting squadron in three dive-bombing attacks against hostile positions on the Solomon Islands on August 7-8, 1942, and silencing the fire of an enemy battery opposing the approach of our landing boats, thereby contributing greatly to the seizure of the islands. Later, while engaged in single combat, he successfully outmaneuvered and shot down a Japanese seaplane fighter.

☆

Lt. Paul A. Holmberg, USN, of Brunswick, Mo., a Gold Star in lieu of a second Navy Cross, for launching an attack, while piloting a bombing plane, against an enemy Japanese aircraft carrier in the Solomon Islands area, contributing effectively to the probable destruction of that vessel.

☆

Lt. Turner F. Caldwell, Jr., USN, of San Diego, Calif., a Gold Star in lieu of a second Navy Cross, for the action of the bombing squadron under his command in making daily scouting flights without the loss of a single

officer or man while flying from the partially completed Guadalcanal airfield, frequently under extremely adverse weather conditions; for contributing to the repulse of Japanese assaults by making successful raids upon enemy shipping and troop concentrations. A large transport was sunk by their bombs, and they participated in attacks which sunk three destroyers and demolished a large concentration of landing barges loaded with enemy troops attempting to reach Guadalcanal.

☆

Lt. William B. McCracken, II, (MC) USNR, of Berkeley, Calif., senior medical officer of the landing forces of the Marine Raider Expedition against Japanese-held Makin Island, for personally carrying many of the wounded to positions of greater safety, thereby enabling himself to administer early and effective aid, following the first enemy air attack. When his boat overturned, endangering the life of a seriously wounded enlisted man during the first attempt at evacuation, he risked his own life by holding the helpless man's head above water and swimming ashore with him.

After returning to his ship, Lieutenant McCracken performed six major operations under most difficult circumstances and, as a result of his skillful and tireless efforts, he succeeded in bringing all of his cases back to base in excellent condition.

☆

Lt. (jg) Robert H. Benson, USNR, of San Francisco, Calif., and Lt. (jg) Philip W. Cobb, USNR, of Saginaw, Mich., received Gold Stars in lieu of second Navy Crosses for launching attacks against an enemy aircraft carrier, contributing effectively to its probable destruction, despite anti-aircraft fire and fighter opposition. The action occurred during operations against a Japanese naval task force in the Solomon Islands area.

☆

Lt. (jg) William T. Sorensen, USNR, of Bountiful, Utah (previously presented the Air Medal for action in the Aleutian Islands campaign), for daring dive-bombing attacks against Japanese ships and four-motored patrol planes in Kiska Harbor, which he carried out in the face of anti-aircraft fire which, on one occasion, left his plane riddled with more than 100 shrapnel holes.

Lt. (jg) Kenneth M. Willett, USNR, of Sacramento, Calif., commanding officer of an Armed Guard crew aboard a merchant ship which was attacked by enemy raiders in the South Atlantic, who is listed as missing in action, for manning his station as the first shell struck, and opening fire on the most heavily armed of the two raiders. Although seriously wounded almost immediately, he kept up a sustained and rapid fire at close range, hitting his target along the water line with most of the 35 shells fired. He maintained the defense of his ship until forced by the explosion of a magazine to cease firing. He went down upon the deck and was last seen helping to cast loose life rafts in a desperate effort to save the lives of others. Before his ship plunged into the sea, her guns had inflicted serious damage on both enemy raiders and caused the probable destruction of one of them.

☆

Lt. (jg) Jack P. Barnum, USNR, of Poland, Ohio, and Lt. (jg) Eddy L. Fayle, USNR, of Jersey City, N. J., for contributing to the scoring of a direct hit on an enemy cruiser while participating as pilots of planes in an aerial torpedo raid against a Japanese task force in the Solomon Islands campaign and pressing home their attack through a bursting hail of fire from hostile anti-aircraft batteries.

☆

Lt. (jg) Aaron Katz, USNR, of Cleveland, Ohio, pilot of a torpedo plane during an attack on a Japanese task force in the Solomon Islands campaign, for contributing to the relentless fighting spirit and aggressive courage which enabled his group to

score one certain hit and two estimated hits on an enemy aircraft carrier.

☆

Lt. (jg) William A. Smith, USNR, of Santa Paula, Calif., for volunteering to ascertain and rectify damage caused by enemy fire during action against Japanese forces. He was twice rendered unconscious while making his way through the intense heat and overpowering smoke in compartments below deck. At great risk of life, he persisted in his careful investigation of all machinery and took steps toward its repair.

☆

Ensign Bunyan R. Cooner, USNR, of Washington, D. C., posthumously, for participating in persistent and vigorous attacks against the Japanese invasion fleet in the Battle of Midway, defying anti-aircraft fire and fighter opposition to do so.

☆

Ensign Victor A. Lewis, USNR, of Randolph, Mass., who is listed as missing in action, for pressing home his torpedo-plane attack in the face of withering anti-aircraft fire in the first attack against an enemy carrier of the Japanese forces in the Battle of Midway, thereby contributing to the success of our forces.

☆

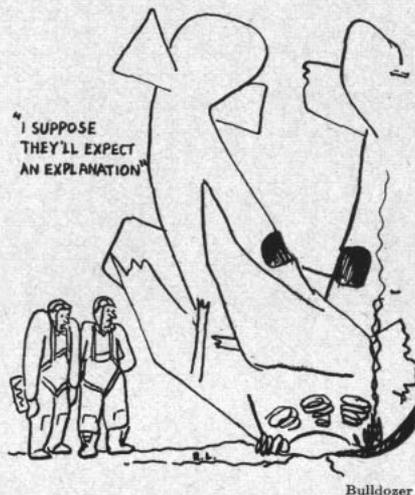
Ensign Thomas W. Ramsay, USNR, of Perkinston, Miss., for pressing home attacks against the Japanese invasion fleet in the Battle of Midway during the initial dive-bombing attack of our forces, although he was flying at a distance from his own forces which rendered return unlikely because of probable fuel exhaustion.

☆

Ensign Roger C. Crow, USNR, of Cleveland, Ohio, for contributing to the serious damaging of a Japanese aircraft carrier during a dive-bombing attack in the Solomon Island campaign. Aggressively attacking hostile aircraft during the return trip to his own carrier, he shot down three and effectively damaged two.

☆

Ensign Peronneau B. Wingo, USNR, of Richmond, Va., who is reported missing in action, for directing the fire of his anti-aircraft battery and participating in operations of strategic importance in the Manila Bay area involving hazardous missions, while





—Harris and Ewing.

For going below decks and rescuing a badly wounded shipmate, then lashing him to a liferaft from which they were rescued 20 hours later, William M. Thomas, Jr., a member of the Merchant Marine Cadet Corps, was awarded the Distinguished Service Medal. Capt. Edward Macauley, a member of the United States Maritime Commission, is shown pinning the medal on while Admiral Emory S. Land, commission chairman, looks on.

exposed to frequent horizontal and dive-bombing attacks by enemy Japanese air forces. His actions occurred during the period March 18, 1942, to April 9, 1942, while aboard a United States warship.

☆

Ensign Wilhelm G. Esders, USN, of Pensacola, Fla., for his actions while participating in a torpedo plane assault on Japanese naval units in the Battle of Midway. Upon observing his squadron commander crash in flames, Ensign Esders took the lead of the squadron and pressed home the attack to a point where it became relatively certain that the successful accomplishment of his mission would entail a great loss of life. Nevertheless, he enabled his squadron to reach its objective and score several hits on enemy aircraft carriers.

☆

Ensign Lavell M. Bigelow, USNR, of Provo, Utah, for dive-bombing attacks against Japanese forces in Tulagi Harbor on May 4 and for an attack on an enemy aircraft carrier in the Coral Sea on May 8, 1942. Ensign Bigelow greatly assisted in the sinking or damaging of the carrier and

eight other vessels despite anti-aircraft fire and aircraft opposition.

☆

Machinist Leland L. Davis, USN, of Hattisburg, Miss., for flying under extremely adverse conditions and facing heavy anti-aircraft fire from enemy ship and shore batteries to repeatedly bomb and strafe Japanese ships in Kiska Harbor. He failed to return after making his usual attack on June 11, 1942.

DISTINGUISHED SERVICE MEDAL

Maj. Gen. Alexander McCarrell Patch, Jr., USA, who served as Commanding General, Guadalcanal area, during operations against Japanese land, naval, and air forces, from December 10, 1942, to February 9, 1943, for employing the units under his command with such coordination, energy, and determination that the Japanese land forces remaining on Guadalcanal were destroyed and Japanese naval and air forces supporting their ground positions suffered severe

losses. Under his direction, the final phases of elimination of enemy resistance on the island of Guadalcanal were successfully accomplished.

☆

Col. Gerald C. Thomas, USMC, of Greenville, N. C., who served as operations officer of the Marine Division in the Tulagi-Guadalcanal area. Limited as to time and faced with the difficulty of communicating with the widely scattered elements of the landing force, Colonel Thomas was completely successful in preparing operational plans and orders for the embarkation of the Division and for the subsequent occupation and defense of the seized area.

☆

Commander Walter Ellsworth Linaweaver, USN, of San Pedro, Calif., for his service as Fleet Communication Officer to the Commander in Chief of the United States Asiatic Fleet. Meeting the challenge of rapidly changing conditions during the period prior to and following the outbreak of hostilities, Commander Linaweaver exercised profound judgment, tact, and energy in the formulating of effective plans necessary for maintaining reliable communications between the forces afloat and allied commands, as well as with the United States Army. He kept fully operative the communication channels, vital to operations at sea and in the air, despite repeated and relentless enemy air attacks, and difficulties involving inadequate facilities, equipment, and personnel.

☆

Lt. Col. Charles L. Fike, USMC, of Pasadena, Calif., commanding officer of the forward echelon of a Marine Aircraft Group at Henderson Field, Guadalcanal, Solomon Island, August 20-30, 1942, for organizing and establishing the air defense of the beachhead held by our forces on Guadalcanal, after having arrived with a flight of 19 fighter and 12 scout-bomber aircraft. When he arrived there was a total lack of aircraft servicing and maintenance equipment, shortage of ground personnel, and only a partially completed field.

During operations, units under his command destroyed 21 enemy bombers, 39 Zero-type fighters, two cruiser-type seaplanes, three destroyers, one light cruiser, and one transport, which proved a great factor in holding this strategic base.

☆

Major Dale D. Brannon, USA, of

San Antonio, Tex., for his service as commanding officer of a fighting squadron based at Henderson Field, Guadalcanal, Solomon Islands, in August 1942. Despite the handicap of shortage of ground personnel and operating equipment, Major Brannon, immediately upon arrival at Guadalcanal, made himself, his pilots, and his aircraft available for defense of the base. He developed a specialized strafing and bombing technique which proved highly successful in combat.

SILVER STAR

Capt. William H. Hartt, Jr., USN, of Portsmouth, Va., commander of the Minesweeping Group at the time of the original landing of our forces on Guadalcanal and, later, commander of the Screening Force in the Guadalcanal-Tulagi area, for frequently entering that area under persistent Japanese bombing attacks in order to escort vessels bearing reinforcements and supplies to the marines established on the islands.



Lt. Comdr. Elbert C. Wilson, USNR, of Harford, Conn., for "decisively outstanding" performance of duty during an attack by enemy planes upon the ship to which he was attached. Because of the intensive drilling of his crew in emergency exercises, only a minute and a half was required after general quarters was sounded for the guns to be manned and the emergency squad, handling fire and boat equipment, to go into action. A bomb made a direct hit on a hatch, starting a blaze in all sections of the hold. Within five minutes the fire was under control and flaming canvas, debris, and dunnage was being cleared from the decks. During this time, constant machine-gun fire was maintained and the attacking plane was seen to drop, swerve, and finally was driven off.



Lt. Comdr. Carter L. Bennett, USN, of Nashville, Tenn., executive officer of a submarine which sunk 29,600 tons of enemy merchant shipping, for his actions during the period of the sinkings.



Lt. Comdr. Robert H. Taylor, USN, of Beverly Hills, Calif., for carrying



Section Base Sweepings

"How about ten days leave, Captain?"

on his duties as flag lieutenant and personal aide to Rear Admiral Thomas C. Kincaid, USN, and as his assistant for operations and tactics and, later, on the staff of a carrier task force commander, during actions with enemy Japanese forces in the Southwest Pacific area, from dangerously exposed battle stations where he was repeatedly subjected to violent enemy aerial attacks.



Lt. Chester W. Nimitz, Jr., USN, who served as torpedo and gunnery officer and later as executive officer on two war patrols of a submarine, for contributing greatly to the success in the many actions of his vessel, which resulted in sinking or greatly damaging much enemy shipping. During a third war patrol his submarine was ordered to conduct a reconnaissance and rescue Royal Air Force personnel from a small island off the entrance to Tjilajap, Java, surrounded by waters under Japanese control. Lieutenant Nimitz conducted the reconnaissance with two men in a small boat and definitely determined that the personnel were not there to be rescued.



Lt. Max Silverstein, USN, of Baltimore, Md., who was engineer and

damage control officer of the U. S. S. *Sims*, destroyer lost in the Battle of the Coral Sea, for coolly resuming his duties upon recovering after having been rendered unconscious by concussion from the first bomb which hit the ship, directing the securing of boilers, the jettisoning of topside weights to preserve stability and the preparations for repairs to save the vessel from sinking. He is listed as missing in action.



Lt. Robert F. Sellers, USN, of Portland, Oreg., for boldly taking his submarine into an enemy harbor, maneuvering it into firing position, and sinking a 3,500-ton Japanese mine-layer which was lying at anchor.



Sixteen enlisted men who were aboard the cruiser U. S. S. *San Francisco* in its fight against Japanese forces in the Battle of Guadalcanal. Although Rear Adm. Daniel Callaghan, USN, and Capt. Cassin Young, USN, commanding officer of the ship, were killed in the action and the ship was damaged by heavy shells from a Japanese battleship, the *San Francisco* continued in the battle line and inflicted major damage upon enemy ships.

The men:

Albert C. McCullough, CBM, USN, of San Diego, Calif., for taking charge when the port battery officer was injured and directing the fire of the guns so skillfully that a damaging hit was scored on a Japanese destroyer. Subsequently under heavy fire from the enemy, he tirelessly directed the crew of the battery in fighting fires started by hits scored by enemy ships.

Edmund E. McGuire, CFC, USN, of Greenup, Ky., for joining the fire fighters in the after part of the ship after his own battle station had been shot away, and rescuing one of his officers who had been critically wounded, thereby saving his life.

Willard C. Cannaday, Jr., BM1c, USN, of Hopewell, Va., who was in charge of the upper powder room, and who, when a shell hit ruptured the sprinkling system, deluging him, his crew, and the powder, wiped off the powder bags with rags, and dried them in order that the ammunition could be used. Later, when the lower powder room was flooded, he organized fire-fighting and rescue parties and contributed greatly to the preservation of the ship.

Robert J. Perry, BM1c, USN, of Jackson, Wis., for his inspiring courage in taking charge of the starboard battery after the officer in charge had been injured; rushing ammunition to the gunners under heavy shell fire; fighting fires started by enemy hits, and caring for the wounded.

Charles L. Kinney, Jr., Cox., USN, of Kansas City, Mo., for disregarding a severe wound caused by a shell burst, and the heavy enemy fire, and persisting in attempting to load a projectile he held in his arms, until forced to desist by his injuries.

Ralph H. Snell, Cox., USN, of Chowchilla, Calif., who was wounded by enemy shell fire, and had to be carried from his gun station. Despite his condition, he struggled to his feet and assisted in caring for and evacuating his wounded comrades throughout the action. His wounds later proved fatal.

Lester K. Strickland, GM3c, USN, of Nichols, S. C., for making his way to the after port 1.1-inch clipping room—near a raging fire and in imminent danger of exploding—while enemy shells were still hitting in immediate proximity, and proceeding to flood the space. His alert presence

of mind and heroic conduct undoubtedly saved that portion of the vessel from damage and possible destruction.

Temple T. Thornton, Jr., PhM3c, USN, of Fordyce, Ark., for working unaided in the face of heavy enemy shelling, despite a bad scalp wound, and organizing a secondary dressing station where first aid and surgical treatment were administered to the wounded.

John R. Nichols, S1c, USN, of Denver, Colo., posthumously, for leaving his own gun to act as a replacement on a five-inch gun battery during the height of the battle and later proceeding to the forward part of the ship to assist in fighting fires.

Joseph P. Stark, S1c, USN, of Alhambra, Calif., who is listed as wounded in action, for remaining at his gun and keeping up a steady blast of fire in an effort to destroy an enemy torpedo plane which was already aflame and heading toward his station.

William Gastelum, S2c, USNR, of Superior, Ariz., posthumously, for entering a burning compartment to assist in rendering first aid; in removing the wounded, and in fighting fires. While engaged in this rescue work, he was killed by a burst of shrapnel.

William E. Gilcrease, S2c, USN, of El Campo, Tex., for his action in carrying wounded shipmates to safety although he was seriously wounded and in great pain.

Joseph J. Pastor, S2c, USNR, of Pana, Ill., posthumously, for volunteering to lead a hose around a gun turret which was firing and into a hangar where a fire was raging. He lost his life in an effort to extinguish the blaze.

Lewis Tarpley, GM2c, USN, of High Shoals, Ga., for remaining at his gun station and keeping up a steady blast of fire when a hostile torpedo plane, already aflame, plunged toward his ship in a headlong dive. Tarpley showed utter disregard for the disastrous consequences of an impending crash and was wounded in action.

Donald E. Harsh, S2c, USNR, of Mechanicsburg, Ohio, for remaining on station to assist in caring for the wounded and to fight fires, although he was suffering from serious face wounds.

Carl Raymond Bauer, S2c, USNR, of Amherst, Colo., for continuing to fight raging fires caused by an explosion which had severely wounded him in the neck, until he was forcibly re-

moved from his station after which he collapsed from loss of blood.

☆

DISTINGUISHED FLYING CROSS

Lt. Comdr. Leroy Coard Simpler, USN, of Harbeson, Del., for leading his fighting squadron in an attack against an enemy air group headed toward our surface forces during the Solomon Islands campaign, resulting in his squadron destroying 19 Japanese planes and damaging three more.

He also received a Gold Star in lieu of a second Distinguished Flying Cross for leading 12 planes of his squadron in determined and repeated machine-gun strafing attacks against enemy land troops and sea installations, thereby assisting in effectively silencing Japanese opposition and assuring the consummation of our landing operations without undue casualties on August 7, 1942. (See also Navy Cross.)

☆

For service as commanders of patrol planes in bombing raids on Japanese shipping in Kiska Harbor, accomplishment of the raids entailing flying through clouds; dropping their bombs and strafing their targets from very low altitudes under withering fire from anti-aircraft batteries, and then bringing their battered planes safely to base:

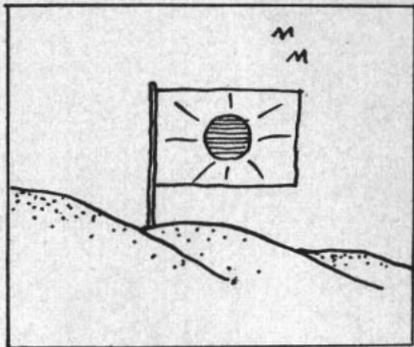
Lt. Comdr. Herman L. Ray, USN, of Pontotoc, Miss.

Lt. (jg) Russell C. Gish, USNR, of Waterville, Minn.

Lt. (jg) Rolf L. Hagen, USNR, of Port Chicago, Calif.

Lt. (jg) Emil B. Hanson, USNR, of Seattle, Wash.

Ensign William J. Decker, USNR, of St. Louis, Mo.



(See page 51)

Ensign Herbert W. George, USNR, of Missoula, Mont.

☆

Lt. Comdr. Louis J. Kirn, USN, of Milwaukee, Wis., for leading his scouting squadron in a vigorous and precise dive-bombing assault against a Japanese naval task force in the face of anti-aircraft fire and fighter opposition, pressing home his attack and returning his squadron intact to its carrier after contributing immeasurably to the severe damaging of an enemy aircraft carrier in the Solomon Islands campaign.

☆

Lt. Clark A. Hood, Jr., USN, of Nacoma, Tex., who was killed in action, for voluntarily accomplishing the first bombing against Japanese vessels in Kiska Harbor, in addition to flying all-night patrols in contact with the enemy during the Aleutian Islands campaign.

☆

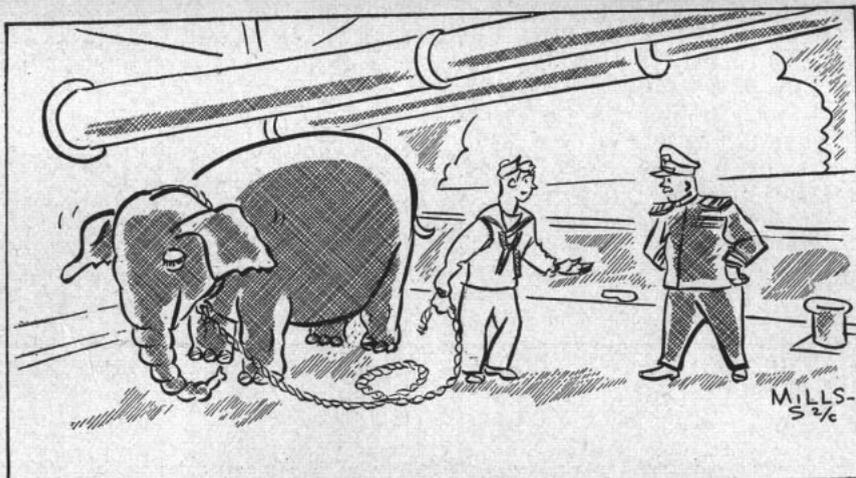
Lt. Jep. C. Jonson, USN, of Greenville, Ky., who was killed in action during the Aleutian Islands campaign, for participating in bombing attacks on Japanese vessels in Kiska Harbor in the face of anti-aircraft fire and fighter opposition, and for flying all-night patrols in contact with the enemy.

☆

Lt. Arthur L. Jacobson, USN, of Tacoma, Wash., and Lt. James A. Masterson, USN, of Berkeley, Calif., for braving extreme weather conditions to carry out attack missions against Japanese ships in Kiska Harbor while commanders of patrol planes in the Aleutian Islands campaign. They were forced by low ceiling to fly through the clouds, deliver their bombing and strafing attacks and pull out into the clear at a very low altitude. Their planes were pierced by shrapnel and lighter caliber projectiles by fire from shore and ship batteries.

☆

Lt. (jg) Jack F. Litsey, USNR, of Seattle, Wash., a Gold Star in lieu of a second Distinguished Flying Cross, for continuing on his objective of photographing a large Japanese vessel in Kiska Harbor, although he was attacked by a numerically superior force of enemy fighters and his patrol plane was riddled with 65 bullet holes; one engine was completely disabled, and two of his crew were mortally



Humboldt Patrol

“But, sir, my girl insisted that I bring her a souvenir from Africa.”

wounded. His superb airmanship and unyielding determination enabled him to bring his crippled plane back to its base.

☆

Lt. (jg) Henry M. McDowell, USNR, of Aberdeen, Wash., for participating in persistent bombing and strafing attacks against enemy forces in the Battle of Midway, while faced with tremendous anti-aircraft fire.

☆

Lt. (jg) James C. Clark, Jr., USNR, of North Hollywood, Calif., for braving extreme weather conditions to carry out dive-bombing and strafing attacks against Japanese ships in Kiska Harbor. He was forced by low ceiling to fly through clouds and, after his attack, pull out into the clear at a very low altitude. He was subject to anti-aircraft fire from ship and shore batteries and his plane was riddled with shrapnel and lighter caliber projectiles. In one such attack, 350 miles from base, his plane captain and second radioman were killed, his first radioman wounded, and his port engine and aileron completely disabled. Nevertheless, Lieutenant (jg) Clark and his crew returned the plane to its base.

☆

Lt. (jg) Milton R. Dahl, USNR, of Seattle, Wash., and Lt. (jg) Richard G. Johnston, USNR, of Fullerton, Calif., for braving extreme weather conditions to deliver dive-bombing and strafing attacks against Japanese ships in Kiska Harbor. They were forced by low ceiling to fly through clouds, deliver their attacks, and pull out at very low altitudes. Their

planes were riddled by shrapnel and lighter caliber projectiles by anti-aircraft fire from ship and shore batteries.

☆

Ensign Lloyd J. Mills, USNR, of Cove, Oreg., who was killed in action, for participating in bombing raids against the Japanese in the Aleutian Islands campaign in addition to flying all-night patrols and facing tremendous anti-aircraft fire.

☆

Ensign Gus G. Bebas, USNR, of Wilmette, Ill., posthumously, for piloting his bombing plane in persistent bombing and strafing attacks against fleeing enemy forces in the Battle of Midway, obtaining a damaging near-miss on an enemy vessel in the face of tremendous anti-aircraft fire.

☆

Jay W. Jenkins, RM3c, USN, of Erie, Colo., who is listed as missing in action, for successfully defending his plane against fierce assaults of Japanese fighters by the skillful and timely fire of his free machine guns, thereby aiding the pilot of his bombing plane to escape, after participating in the first dive-bombing attack against the invasion fleet in the Battle of Midway.

☆

The following, all missing in action, who served as free gunners and radio operators of planes in a torpedo squadron in the Battle of Midway, for returning the fire of enemy Japanese fighters so as to enable their pilots to press home attacks against concentrated anti-aircraft fire and violent fighter opposition:



Lion Roar

Charles Tilden Grenat, ACRM, USN, of Cincinnati, Ohio.

John Hail Bates, RM2c, USN, of Hebron, Ind.

John Melville Blundell, ARM3c, USN, of Ft. Wayne, Ind.

Wilburn Forrest Glenn, ARM2c, USN, of Austin, Tex.

John Udell Lane, RM2c, USN, of Esmond, Ill.

Harold Francis Littlefield, ARM2c, USN, of Bennington, Vt.

Edwin John Mushinski, ARM2c, USN, of Tampa, Fla.

Gregory Joseph Durawa, ARM3c, USN, of Milwaukee, Wis.



For succeeding in defending their planes against fierce assaults of enemy fighters by skillful and timely fire of their free machine guns, thereby aiding their pilots to escape, after safe pull-outs from dives while participating in the first dive-bombing attack in the Battle of Midway, the following, all of whom are reported missing in action:

Harry Williams Nelson, Jr., ARM1c, USN, of Salt Lake City, Utah.

Glen Lester Holden, ARM2c, USN, of Mauston, Wis.

Samuel A. Muntean, RM3c, USNR, of San Diego, Calif.

Lee Edward John Keaney, S1c, USN, of Sandusky, Ohio.



Walter G. Chochoousek, ARM1c, USN, of San Diego, Calif., for his

achievements as gunner of a plane in the Battle of Midway. While participating in three dive-bombing attacks, he shot down one enemy fighter and drove off others with accurate and timely fire from his free machine guns.



For rendering valuable assistance to their pilots while gunners of planes in a scouting squadron during the Battle of Midway, by detailing continuous specific and comprehensive information concerning the disposition and movements of enemy units, the following, all of whom are missing:

Bruno P. Gaido, AMM1c, USN, of Milwaukee, Wis.

Thurman Randolph Swindell, ACM1c, USN, of Engelhard, N. C.

Louis Dale Hansen, RM2c, USN, of American Falls, Idaho.

David Bruce Craig, RM3c, USNR, of Los Angeles, Calif.

Frederick Charles Jeck, RM3c, USN, of Asbury Park, N. J.



Robert Boyd Brazier, ARM2c, USN, of Salt Lake City, Utah, who was killed in action while gunner of a torpedo plane engaging enemy Japanese forces in the Battle of Midway. Disregarding intense antiaircraft fire, Brazier defended his plane by continuous gunfire against overwhelming fighter opposition until mortally wounded. After reporting his con-

dition, he courageously performed essential operations which enabled the pilot to return to his own force.



David D. Berg, ARM3c, USN, of Kingston, Wash., and Grant Ulysses Dawn, ARM3c, USN, of Lenoire, Tenn., for disregarding the danger from intense antiaircraft fire while participating in dive-bombing attacks against enemy forces in the Battle of Midway, and continuing the defense of their planes, thereby contributing materially to the success of our forces. Both men, who acted as gunners in bombing-squadron planes, are missing in action.



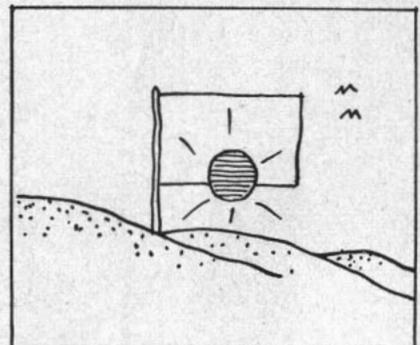
Richard M. Hansen, ARM3c, USNR, of San Jose, Calif., for disregarding the danger from antiaircraft fire while participating as gunner of a torpedo-squadron plane in an attack against enemy naval forces in the Battle of Midway, and assisting in repelling overwhelming fighter forces, thereby aiding his squadron in pressing home the attack.



Lt. Edward A. Michael, Jr., USN, of Jamestown, N. Y., for swimming through heavy seas and dangerous surf to the shore to rescue the weakened and injured survivors of a patrol plane which had crashed on an island. Although at the point of exhaustion from cold and exposure, he remained on the island directing the rescue operation, leaving only when officers and crew of the disabled plane had been removed.



Lt. Henry A. V. Post, USNR, of New York, N. Y., for rescuing a laborer from drowning in lower New York Bay on November 3, 1942. A few sec-



(See page 53)

onds after the man had been struck unconscious and thrown over the side by a marker bouy, Lieutenant Post, although hampered by heavy winter clothing, dived into the water, rescued the injured man before he could go down the second time and supported him against a strong tidal current until, with the aid of a line, he was brought alongside a lighter.

☆

Lt. David B. Bell, usn, of Washington, D. C., for sighting a 19,600-ton enemy tanker during the mid-watch while serving as Officer-of-the-Deck on a submarine, and by expert maneuvering enabled his submarine to sink the tanker.

☆

Lt. John B. Currie, usn, of Washington, D. C., and Lt. John H. Cunningham, Jr., usn, of Brookline, Mass., for extremely heroic and courageous conduct during a highly successful and aggressive submarine war patrol in waters occupied by enemy combatant forces.

☆

Lt. (jg) John S. Burns, Jr., usnr, of Redlands, Calif., for rescuing four men from a stranded boat while serving aboard a warship. When a small patrol boat with crew of four became lost in the darkness and was tossed upon an isolated coral reef, Lieutenant (jg) Burns risked his life by swimming through the shark-infested waters to carry a lighter line from the rescue boat which, because of the dangerous surf, was prevented from approaching the stranded men.

☆

Lt. (jg) Thomas P. Lawton, usnr, of Newport, R. I., for rescuing Joseph C. Sumner, S1c, usnr, of Fort Myers, Fla., from drowning when he fell from a United States warship on May 21, 1942. Not knowing the extent of Sumner's injuries and realizing the danger of his being sucked into the turning propeller blades, Lieutenant (jg) Lawton immediately jumped into the water and pulled Sumner to safety. As a result of the officer's action, Sumner suffered only a minor injury where otherwise he might have lost his life.

☆

Marvin J. Walker, EM2c, usn, of Detroit, Mich., for proceeding through an extremely dangerous area aboard the U. S. S. *Lexington* during the Battle of the Coral Sea to investigate the extent of damage caused by an explosion which had disrupted communications between the bridge and



Rinaldi in The Hoist

the central station. He then made his way to the bridge and gave the captain the first report of conditions below decks, furnishing information of vital importance in the control of damage during a most crucial period of the battle.

☆

Commander Douglas T. Day, Jr., usn, of Warrenton, Va., for leading a division of his squadron to the Aleutian Area, and, immediately upon arrival, engaging in important search and attack missions, with but scant advance notice or time for preparation. Under his skillful leadership and direction, the continuance of aggressive and determined attacks on the enemy Japanese concentrations in Kiska Harbor was made possible.

☆

Lt. James H. Davies, usn, of San Diego, Calif.; Lt. (jg) Harold E. Bewley, usnr, of Fresno, Calif.; Ens. Robert F. Keller, usnr, of Wichita, Kans., reported as missing in action; and Machinist Weimar E. Neuzer, usn, of San Diego, Calif., listed as killed in action, for braving severe Alaskan weather and forcing their planes to fly through the clouds to carry out attack missions against Japanese ships in Kiska Harbor. Their planes were pierced by lighter caliber projectiles when they were forced to pull out into the clear at very low altitudes.

Lt. Maurice A. Smith, usn, of Lodi, Calif., who is listed as missing in action, for sighting a Japanese carrier task force and immediately reporting the information to the base, while commander of a patrol plane during the Battle of Midway. After sighting the task force, Lieutenant Smith proceeded to track it down in the face of antiaircraft fire and fighter opposition. His accurate and timely reports contributed immeasurably to the intelligent and successful direction of United States forces in their subsequent attack.

☆

Lt. Winslow L. Pettingell, usnr, of Amesbury, Mass., for landing his patrol plane in perilous seas to pick up several injured men who might not have survived further existence. He was on a routine patrol flight and sighted a number of survivors drifting at sea on life rafts. He reported their position to his base and signalled the survivors that they would be rescued the following day. Upon closer investigation, however, he observed the critical condition of some of the men and landed his plane on the open sea. He then took aboard 11 of the most seriously injured and returned his heavily loaded plane to its base.

☆

Lt. Mark M. Bolin, usn, of Cordele, Ga., for bringing 13 survivors of a ship aboard his patrol plane during a

heavy squall. While on patrol he sighted a burning and abandoned merchantman and began an immediate search for survivors. Upon locating a boatload, he effected a precarious landing on a choppy sea. When unfavorable surface conditions and the squall prevented the boat from pulling alongside his plane, he was compelled to float a line and rescue the 13 survivors one by one. After they had been taken aboard, he negotiated a successful take-off from threatening swells, despite the extra weight, and flew back safely to his base.

AIR MEDAL

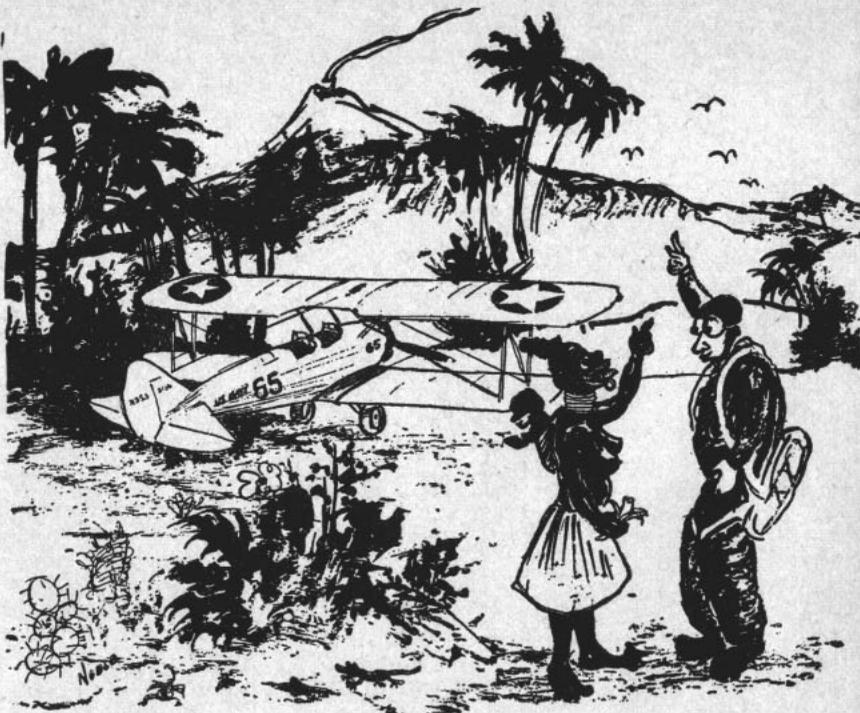
Lt. Sumner E. Atherton, Jr., USNR, of West Lebanon, N. H., for carrying out a hazardous scouting mission. Flying over enemy-occupied territory, within the range of Japanese anti-aircraft batteries, Lieutenant Atherton was attacked by three enemy seaplane fighters. Turning on his attackers, Lieutenant Atherton succeeded in inflicting damage on one of the planes; probably caused the destruction of another, then successfully completed his scouting mission.

☆

Lt. Gordon K. Ebbe, USNR, of Wau-paca, Wis., for his part in patrol and bombing operations, and for his two daring rescues of other Naval personnel. On one occasion he located and saved two men who had been stranded following the crash of their patrol plane. Another time he landed his plane in exposed waters despite heavy, dangerous swells, picked up an officer from a grounded vessel who was suffering from injuries inflicted by the explosion of a flare and carried him to safety.

☆

Lt. Hamilton O. Hauck, usn, of Seattle, Wash., for volunteering to search for a patrol plane lost at sea although he had been on duty almost constantly for the preceding 48 hours as commander of a patrol plane. Locating the lost craft on his first flight, Lieutenant Hauck was relieved by a stand-by while he flew back to base, refueled, and returned to remain overnight with the lost plane. As a result of this action he was in the air 24½ hours out of 25, and contributed materially to the rescue of the patrol plane and its crew.



“Yassuh—NRAB Anacostia is thataway!”

Anacostia Prop Tips

Lt. Willie M. Dickey, usn, of Rusk, Tex., and Ens. Benjamin J. Bingham, USNR, of Ogden, Utah, for flying under extremely hazardous conditions on dangerous scouting missions during enemy bombing as patrol-plane commanders and, in addition, participating in all-night aerial patrols and bombing attacks on Japanese ships in Kiska Harbor in the face of anti-aircraft fire and fighter opposition during the Aleutian Islands campaign.

☆

The following, all serving as second pilots of patrol planes in the Aleutian Islands campaign, for forcing their planes to fly through clouds, despite a low ceiling and severe weather, to carry out attack missions against Japanese ships in Kiska Harbor:

Lt. William R. Stevens, usn, of Salem, Oreg.

Lt. (jg) Hobart H. Throckmorton, USNR, of Des Moines, Iowa.

Lt. (jg) Sherwood L. Nelson, USNR, of Pontiac, Mich.

Lt. (jg) Jack Arnold, USNR, of Rexford, Mont.

Ensign Harold K. Mantius, USNR, of New Canaan, Conn.

Ensign Arne W. Havu, USNR, of Pontiac, Mich.

Ensign Andy Glosecki, USNR, of Peoria, Ill.

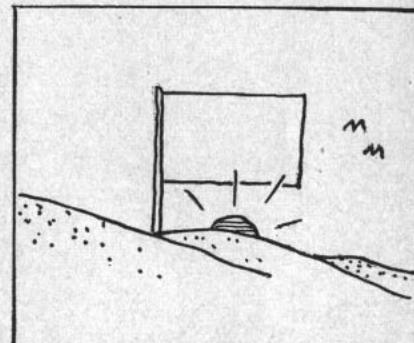
Ensign Leonard A. Dobler, USNR, of Rockford, Wash.

☆

Lt. Carl H. Amme, usn, of Charleston, S. C., second pilot of a patrol plane in action against enemy Japanese forces during the Aleutian Islands campaign, for assisting in determined dive-bombing and strafing attacks against Japanese ships in Kiska Harbor, despite a low ceiling which forced him to fly his plane through clouds in order to carry out the attack. His plane was pierced by shrapnel and lighter caliber projectiles.

☆

Lt. Peter F. Boyle, usn, of Silvia, Ill., for taking part in numerous night patrols in the presence of enemy units; for engaging in successful com-



(See page 55)

bat with hostile aircraft, and for participating in bombing raids on Japanese installations, during the Aleutian Islands campaign.



Lt. George C. Duncan, USN, of Arlington, Va., for successfully fighting off and damaging an enemy fighter which attacked him while he was engaged in a spotting mission during the Aleutian Islands campaign.



Lt. (jg) David A. Brough, USNR, of Pueblo, Colo., posthumously, for engaging in dangerous scouting missions during the enemy bombing of Dutch Harbor and, in addition, for participating in all-night aerial patrols and bombing attacks on Japanese ships in Kiska Harbor in the face of concentrated air and antiaircraft opposition.



Lt. (jg) Julius A. Raven, USNR, of Seattle, Wash., who is reported missing in action, for effecting a rescue at sea. While returning from a combat mission and flying over an enemy controlled area, Lieutenant (jg) Raven sighted survivors of a grounded vessel. Disregarding the danger to his life and his plane, he landed in the rough sea, embarked 15 of the vessel's crew, and took off without damage to his plane, then returned the survivors to their base.



Lt. (jg) Mark K. Bright, USNR, of Anderson, Ind., for shooting down an attacking enemy dive bomber and assisting in the destruction of another while serving as the pilot of a fighter plane in the Solomon Islands campaign.



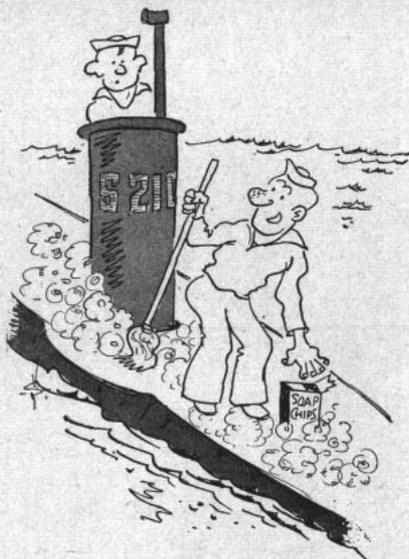
Lt. (jg) Leon W. Haynes, USNR, of Billings, Mont., for leading a division of fighter planes in an attack against an overwhelming force of Zeros in which he shot down one Zero and damaged another in the Solomon Islands campaign.



Lt. (jg) Robert K. Campbell, USNR, of Kansas City, Mo., and Ensign Alden W. Hanson, USNR, of San Diego, Calif., for an assault against a hostile task force in the face of tremendous opposition, thereby contributing to the severe damaging of a Japanese aircraft carrier during the Solomon Islands campaign.



Lt. (jg) William E. Henry, USNR, of Bakersfield, Calif., for participating



—Shipmate

"Submerge a little bit, Alex, I'm ready to rinse now!"

in a dive-bombing attack against a Japanese carrier during the Solomon Islands campaign in which the vessel was severely damaged and then, on his return flight, attacking a group of enemy planes. He shot down three of these and probably destroyed the fourth.



Lt. (jg) William T. O'Dowd, USNR, of Monticello, Ind., for proceeding to a point 390 miles from Midway Island—by skillful navigation and accurate estimation of the drift of a rubber life raft—where he located five members of the crew of a patrol plane which had been shot down by enemy Japanese forces. He skillfully effected a landing of his heavily loaded aircraft in the open sea; picked up the survivors, and managed a successful take-off, despite the hazardous addition of excess weight.



Lt. (jg) Carl F. Bagge, USNR, of Wynot, Nebr., for carrying out his attack mission as commander of a patrol plane in the Aleutian Islands campaign, despite extremely adverse weather conditions. He was subjected to withering fire from ship and shore batteries during low-altitude attacks and his plane was pierced by shrapnell and lighter caliber projectiles.



Lt. (jg) Herbert W. George, USNR, of Missoula, Mont., for making a hazardous flight of 500 miles through zero weather to effect the rescue of the surviving members of a grounded ves-

sel, in company with other patrol planes. In spite of a heavy swell running, and in constant danger from enemy action, he landed in the open harbor and after embarking the 35 remaining survivors, made a safe take-off from rough seas with his heavily loaded plane and delivered the survivors ashore.



For carrying out the tasks assigned them during patrol missions and bombing attacks against Japanese ships in Kiska Harbor in the Aleutian Islands under most severe weather conditions and in the face of antiaircraft fire from enemy ship and shore batteries, the following:

Lt. (jg) Ralland A. Bannister, USNR, of Seattle, Wash.

Lt. (jg) George M. Davidson, USNR, of Kendrick, Idaho.

Lt. (jg) John T. Foster, USNR, of Charlevoix, Mich.

Lt. (jg) William B. Garrison, Jr., USNR, of Seattle, Wash.

Lt. (jg) Robert E. Erickson, USNR, of Seattle, Wash.

Lt. (jg) Carl A. Larsen, USNR, of Renton, Wash.

Lt. (jg) Frederick A. McFarland, USNR, of Seattle, Wash.

Lt. (jg) Vernon E. Scholer, USNR, of Kennewick, Wash.

Ensign John J. Connors, Jr., USNR, of Seattle, Wash.

Ensign Carl Dillon, USNR, of Beaumont, Tex.

Ensign Cecil D. Kephart, USNR, of Stockton, Kans.

Ensign Oliver Ortman, USNR, of Chicago, Ill.

Ensign Dixon B. Rice, USNR, of Seattle, Wash.



For carrying out the tasks assigned them during patrol missions and bombing attacks against Japanese ships in Kiska Harbor, under severe weather conditions and in the face of antiaircraft fire from enemy ship and shore batteries, the following:

Lt. (jg) Bradley A. Reynolds, Jr., USNR, of Helena, Mont.

Lt. (jg) Dewey A. Ostrom, USNR, of Seattle, Wash.

Lt. (jg) Louis W. Fischer, USNR, of Portland, Ore.

Lt. (jg) Carl E. Davidson, USNR, of Hobart, Okla.

Lt. (jg) Edward A. Arnold, Jr., USNR, of Rexford, Mont.

Ensign George E. Thelen, USNR, of Billings, Mont.

Ensign Albert D. Peterson, USNR, of Moscow, Idaho.

Ensign Robert R. Larson, USNR, of Beverly Hills, Calif.

Ensign Roy A. Evans, USN, of Elma, Iowa.

Ensign Robert J. Brower, USNR, of Fullerton, Nebr.

Ensign John E. Bermingham, Jr., USNR, of Fond Du Lac, Wisc.

☆

Ensign Delbert W. Halsey, USNR, of Coeur d'Alene, Idaho, who is listed as missing in action, for participating in the Marshall Islands attack, February 1, 1942, as pilot of the air attack group. He attacked enemy shore installations in the face of heavy anti-aircraft fire, making a direct hit on, and demolishing, a large warehouse.

☆

Ensign Clifford R. Walters, USNR, of Streator, Ill., who is listed as missing in action, for his conduct as a pilot of the air-attack group in the Marshall Islands attack on February 1, 1942. He attacked enemy shore installations in the face of heavy anti-aircraft fire, destroying a large hangar and a radio station power-house.

☆

Ensign Charles C. Lovell, USN, of Pensacola, Fla., for his part as co-pilot of a patrol plane during rescue operations of survivors from a torpedoed British tanker. Working in close cooperation and coordination with the senior pilot, Ensign Lovell skillfully handled the engine throttles when his patrol plane landed in a rough sea and picked up nine shipwrecked men. He again demonstrated his superb airmanship when a successful take-off was made with an overloaded and overcrowded plane.

☆

Ensign Stanley C. Eland, USNR, of Portland, Oreg., for participating, although wounded when his plane was strafed at Dutch Harbor by a Japanese attacker, in bombing forays made through snow, rain, and dense fog on Japanese installations at Kiska Harbor.

☆

For serving as second pilots aboard patrol planes which successfully completed bombing and strafing attacks on Japanese ships in Kiska Harbor despite heavy anti-aircraft fire which seriously damaged their planes:

Lt. (jg) Orville A. Withee, USNR, of Minneapolis, Minn.



Section Base Sweepings

"How about something cheaper?
He's just been reclassified 1A."

Ensign John L. Sampson, USNR, of Tacoma, Wash.

Ensign Joseph P. Weibler, USNR, of Yakima, Wash.

Ensign Earnest W. Williams, USN, of San Diego, Calif.

☆

Ensign James C. Erwin, USNR, of El Dorado, Ark., for volunteering to assist in the search for a patrol plane lost at sea about 250 miles off the Aleutian Islands, despite the fact that he had been on duty almost constantly for the preceding 48 hours. When the lost craft was found on the first flight, Ensign Erwin's plane was relieved by a standby while he flew back to base, refueled, and returned to remain overnight with the lost plane under extremely hazardous weather conditions. As a result of this action, he was in the air for 24½ hours out of 25.

Ensign Erwin also received a Gold Star in lieu of a second Air Medal for carrying out tasks assigned him during patrol missions and bombing attacks against Japanese ships in Kiska Harbor under most severe weather conditions and in the face of anti-aircraft fire from enemy ship and shore batteries.

☆

Ensign Donald D. Duffy, USNR, of Kennewick, Wash., for his part in carrying to successful completion a reconnaissance mission. He was second pilot of a patrol plane dispatched to obtain photographs of a large Japanese vessel in Kiska Harbor. Severe anti-aircraft fire was encountered which riddled the plane with 65 bullet holes; disabled one engine completely, and mortally wounded the photogra-

pher and one of the gunners. Despite the heavy damage, the plane completed its mission and returned to its base more than 500 miles away.

☆

Ensign Benjamin F. Currier, USNR, of Raeford, N. C., for following enemy dive bombers down through the anti-aircraft fire from his own ships during a hostile enemy assault against our surface forces, and pressing home his attack until he shot one into the sea, in the Solomon Islands campaign.

PURPLE HEART

Lloyd M. Harris, CBM, USCG, of Vallejo, Calif., for wounds received in action when he was strafed with machine gun fire from an enemy plane while he was landing with the ship's beach party on November 8, 1942, at Fedala, French Morocco, Africa.

PROMOTIONS

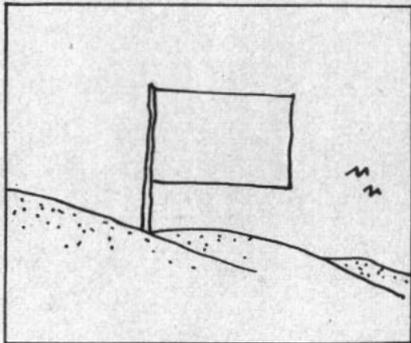
Clair J. Fox, USN, of Centralia, Wash., to chief yeoman, for outstanding performance of duty when his ship was damaged.

☆

Albert C. Gillespie, USN, of Rock River, Wyo., to shipfitter, first class, for utter disregard to his own safety and for outstanding performance of his duties when his ship was damaged. He was wounded in action.

☆

McNeil T. Hankins, USN, of New York City, to officers' steward, second class, for the exceptional qualities of leadership displayed in the outstanding performance of his duties under most trying and difficult conditions.



(Look no further)

and for working incessantly for more than 12 hours following an action in which his ship was damaged.

☆

Simon Derrell Hartman, USN, of Big Spring, Tex., to gunner's mate, first class, for outstanding devotion to duty under most trying and difficult conditions when his ship was damaged.

☆

Richard Robert Irvine, USN, of St. Paul, Minn., to gunner's mate, first class, for outstanding performance of duty when his ship was damaged.

☆

Y. C. Lane, USN, of Mulberry, Ark., to machinist's mate, first class, for outstanding performance of duty when his ship was damaged.

☆

Edward John Lavalette, USN, of Great Barrington, Mass., to machinist's mate, second class, for outstanding performance of duty when his ship was damaged.

☆

James Wesley Lucas, USN, of Altadena, Calif., to machinist's mate, second class, for outstanding performance of duty when his ship was damaged.

☆

Jacob Edward Opp, USN, of Glen Ullin, N. Dak., to chief electrician's mate, for outstanding performance of duty when his ship was damaged.

☆

David Harold Parker, USN, of Norwood, N. C., to gunner's mate, second class, for outstanding performance of duty under most trying and difficult conditions during enemy action and for coolness in action and leadership.

☆

Henry Glenn Penrod, USN, of Long Beach, Calif., to chief machinist's mate, for outstanding performance of duty when his ship was damaged.

☆

William Edward Pritchett, USN, of Tillicum, Wash., to water tender, second class, for outstanding work in assisting in repairing damage to his ship.

☆

Charles Avery Rascoe, USN, of Beaumont, Tex., to coxswain, for leadership, courage, and thoughtfulness in the performance of duty when his ship was damaged.

☆

Harold Robert Ryder, USN, of Brooklyn, N. Y., to water tender, second class, for outstanding work in assisting in repairing damage to his ship.

Louis Clifford Shannon, USNR, of Sacramento, Calif., to chief radioman, for outstanding performance of duty during action against the enemy.

☆

John Lawrence Shauburger, USNR, of Sacramento, Calif., to gunner's mate, third class, for outstanding performance of duty under most difficult and trying conditions and for volunteering numerous times for hazardous duties.

☆

Owen Willard Smith, USN, of Springfield, Ohio, to yeoman, first class, for intelligent performance of duty under the most trying conditions. He delivered all orders without mistake, anticipated the need for vital information, obtained it, and kept the conning officer constantly informed.

☆

Edward Leon Sowman, USN, of Salt Lake City, Utah, to chief radioman, for outstanding performance of duty during action against the enemy.

☆

George Lloyd Taylor, Jr., USN, of Oakland, Calif., to quartermaster, second class, for displaying exceptional alertness and intelligence during a period of more than six hours at steering control without a relief.

☆

Jim Williams, USN, of Sanger, Tex., to chief electrician's mate, for outstanding performance of duty when his ship was damaged.

☆

Lincoln Albert Wheeler, USN, of Porterville, Calif., to machinist's mate, second class, for performing the duties of throttleman for 10 consecutive hours without relief.

☆

Andrew Edward Elliott Bazar, USN, of Toledo, Ohio, to gunner's mate, first class, for outstanding performance of duty when his ship was damaged. He also was wounded in action.

☆

Howard Orville Bradley, USNR, of Independence, Mo., to shipfitter, third class, for risking his life above and beyond the call of duty when his ship was damaged.

☆

Oris Jack Caruthers, USNR, of Shamrock, Okla., to fireman, second class, for outstanding performance of duty under most trying and difficult conditions, and for his presence of

mind in administering artificial respiration to a mess attendant for more than 30 minutes, thereby saving the man's life.

☆

James Samuel Woods, USN, of Scotts Valley, Calif., to seaman, first class, for outstanding performance of duty and intelligent leadership under most trying and difficult conditions.

☆

The following six United States Coast Guardsmen to their present ratings for, while under gunfire and strafing attacks, successfully operating ship's landing boats and discharging troops and equipment in French Morocco, Africa, during November 1942:

Christ Fulda Thompson, of Mahanoy City, Pa., coxswain.

Edward Ralph Smarkol, of Cape May, N. J., coxswain.

Elmer Leversett Russel, of Windsor, N. Y., boatswain's mate, second class.

Karl Ludwig Schwarz, of New York City, boatswain's mate, first class.

John Placos, of Washington, D. C., boatswain's mate, second class.

George Barber, of New York City, coxswain.

☆

William Leroy Bell, USCG, of Arlington, Mass., to motor machinist's mate, first class, for assisting in discharging troops and equipment and in the retracting of landing boats while under enemy gunfire and strafing attacks during the landing operations in French Morocco, Africa, in November 1942.

☆

Merrill Barrett Wood, USCG, of Woodlynne, N. J., to seaman, first class, for outstanding service in the African landing operations in November 1942.

COMMENDATIONS

Lt. Thomas E. Delate, USNR, of Trenton, N. J., officer in charge of an Armed Guard crew aboard a United States merchantman which suffered a near-miss, resulting in extensive damage to the after part of the ship. During the ensuing two months, the officers, merchant crew, and armed

guard units stood by this vessel and not only defended themselves against repeated heavy enemy attack but assisted materially in the defense of the port. In battling the enemy, Lieutenant Delate, by his coolness under fire, inspired his men with courage and succeeded in warding off heavy attacks which could have destroyed the ship. The efficiency and ingenuity in returning the ship to a state of complete repair earned the admiration of harbor officials.

☆

Lt. George R. Henry, USN, of Philadelphia, Pa., who, while on a routine flight, observed the crash of a training plane, and immediately landed in an extremely small area adjacent to the scene of the crash. The smallness of the area necessitated immediate application of the brakes which threw his airplane on its back. He hastened to the crash and with the assistance of another officer and an enlisted man, placed the burning aircraft under sufficient control to permit the transfer of the unconscious pilot from the plane and the removal of his burning clothing.

☆

Lt. (jg) Blake Hughes, USNR, of New York City, N. Y., who was officer-in-charge of the Armed Guard unit aboard a United States merchantman, for leading his men to combat severe aerial and submarine attacks, with the result that the ship was brought to port safely.

☆

Ensign George W. Carlson, USNR, of Waukegan, Ill., for organizing a party of eight enlisted men, upon observing the Cocomanut Grove fire in Boston, Mass., and proceeding to help in the removal of bodies. At his suggestion a garage across the street was opened into which the bodies were carried, leaving all ambulances free to take victims who were still alive. He personally assisted in the removal of victims from the burning building which was filled with heavy fumes and smoke, remaining at this work as long as bodies could be found.

☆

Ensign MacAlfred Cason, USNR, of Atlanta, Ga., for leading a party of enlisted men into the building housing the Cocomanut Grove, in Boston, Mass., on the occasion of the fire, and removing bodies which were literally piled inside the door. He and his men broke open the cloakroom window and brought out more vic-

tims and he personally gave artificial respiration to two smoke-stunned victims. Eventually he worked his way halfway across the restaurant, personally removing 15 or 16 bodies. He remained at his work until as long as bodies could be found.

☆

Ensign George W. McCleskey, USNR, of Rush Springs, Okla., for developing certain aids to be used in the instruction of enlisted personnel firing machine guns and, in addition, for formulating an outline and course of instructions.

☆

Donald R. Van Schoohoven, HA1c, USN, of Glendale, Calif., for saving the life of a marine gunner whose plane crashed into the sea in the South Pacific. Van Schoohoven, who was on duty on a crash boat, sprang into the sea and swam to the plane which had begun to sink. Disregarding the danger of being pulled to the bottom with the plane, he struggled under water to open the cockpit and release the pilot and gunner. He abandoned his efforts and surfaced only after the craft sank to the bot-

tom. However, just as he climbed aboard the boat again, the marine gunner floated to the surface. In spite of his utter exhaustion, Van Schoohoven dived into the sea, swam to the drowning man, broke a desperate stranglehold and carried him back to the boat. Although he appeared dead when lifted from the water, the extremely skillful and steadfast administration of artificial respiration saved the marine's life.

☆

For keeping attacking planes well above bombing level and entirely away from their ship by their expert and deadly fire; for causing an enemy reconnaissance plane to alter its course with three near misses from their guns, and head inland where it eventually crashed, the following who served as members of an Armed Guard crew aboard a merchant ship during its voyage and while in an Allied port:

Eaton Pleasants DeCottes, CBM, USNR, of Jacksonville, Fla. (Previously received the Silver Star Medal and a Commendation for Armed Guard service.)



—Bagley in Terminal Topics.

"I'd like to have this battleship modernized, it's getting obsolete."

William John Kordelski, RM1c, USN, of Linden, N. J.

Thomas Jackson Dixon, GM2c, USNR, of Jacksonville, Fla. (Previously received the Silver Star Medal and a Commendation for Armed Guard service.)

Joseph Matous, SM2c, USNR, of Vernon, N. Dak.

Edwin Booth Newman, BM2c, USNR, of Jacksonville, Fla. (Previously received the Silver Star Medal and a Commendation for Armed Guard service.)

William Powell Schaberg, RM2c, USNR, of Quincy, Ill.

Gustav William Schill, Jr. GM2c, USNR, of Jacksonville, Fla. (Previously received the Silver Star Medal and a Commendation for Armed Guard service.)

Edwin Earl Hartman, GM3c, USN, of Reading, Pa.

Douglas Howell, GM3c, USNR, of Alexandria, La.

Clarence Edward Ingram, GM3c, USNR, of Fairmont, W. Va.

Edward Joseph Moskal, GM3c, USNR, of Baltimore, Md.

Burl Avery Allen, S1c, USN, of Brookford, N. C.

Robert Lee Barnhardt, S1c, USN, of Kannapolis, N. C.

James Wilson Diven, S1c, USN, of Baltimore, Md.

Eugene Lamarr Eason, S1c, USN, of Murrells Inlet, S. C.

W. J. Harper, S1c, USN, of West Point, Ga.

Leonard Hutchins, S1c, USN, of Chipley, Fla.

Wendell Alfred Kelley, S1c, USNR, of Williamson, Ill.

Marvin Lillian Jones, S1c, USNR, of Dayton, Ohio.

Thomas Nelson Reynolds, S1c, USNR, of Roanoke, Va.

Rayford Leon Rhoden, S1c, USN, of Bartow, Fla.

Carl Edward Snodgrass, S1c, USN, of Doyle, Tenn.

Hubert Leo Thomason, S1c, USN, of Natchitoches, La.

Charles Henry Weir, S1c, USNR, of Independence, Mo.

James Sylvester West, S1c, USN, of Cincinnati, Ohio.

Luther Strauder Williams, S1c, USNR, of Fixer, Ky.

Julius August Wipperman, S1c, USNR, of St. Louis, Mo.

Edward Connor Hoban, GM2c, USNR, of Jacksonville, Fla. (Previously awarded the Silver Star Medal and a Commendation for Armed Guard service.)



"Now that I'm here, who do I see about a girl in every port?"

For shooting down five enemy planes and damaging another when the planes made two attacks on a convoy, the following members of the Armed Guard crew on one of the merchant ships in the convoy:

Tommy Charles Aiken, S2c, USNR, of Wichita Falls, Tex.

John James Dixon, S2c, USNR, of Narberth, Pa.

Robert Alexander Donaghue, S2c, USNR, of Philadelphia, Pa.

Edward Thomas Doyle, S2c, USNR, of Media, Pa.

Pasco Buddy Enfield, S2c, USNR, of Brown County, Tex.

Gilbert William Harris, RM3c, USN, of Mexico, Mo.

Jess Lawrence Jensen, S2c, USN, of McMillan, Wash.

James Joseph Jenkins, S2c, USNR, of Newark, N. J.

Luke Ernest Lofaro, S2c, USNR, of New York City, N. Y.

Alfred Wolf, S2c, USNR, of New York City, N. Y.

Robert Harold Wolff, GM3c, USNR, of Jacksonville, Fla.

☆

Joseph John Chatterton, Jr., BM2c, USNR, of Lynn, Mass., for the outstanding courage and aggressive spirit with which he performed the duties of coxswain of the Armed Guard crew of a United States merchantman, when she was torpedoed and sunk by a German submarine. He participated in a running battle for more than four days against the viciously persistent raids of an extraordinary number of enemy submarines. In the face of almost continuous torpedo assaults on the convoy of which his vessel was a member, he was the first man to sight an attacking submarine 500 yards astern and directed a tremendous barrage of fire which forced it to sub-

merge. Later when his ship was torpedoed without warning, he abandoned ship only when the operation of the guns became impossible.

☆

Peter Paul Pelto, QM2c, USNR, of Baltimore, Md., for the efficient manner in which he effected the rescue of a survivor of a torpedoed tanker. The vessel to which Pelto was attached was on patrol in the vicinity of two torpedoings. A lookout reported a man swimming in the water and the ship was brought about and headed toward the man but due to submarine danger a boat was not lowered. As soon as it was discovered that the man was too weak to leave the spar upon which he was supporting himself, Pelto suggested that a line be swum out to him and immediately volunteered for this duty. Pelto dived into the open sea and carried a line to the exhausted man who was brought safely on board.

☆

The following members of the Armed Guard crew of a merchant ship in a convoy attacked by numerous enemy aircraft, for their expert and accurate protective fire which was responsible for the convoy escaping damage in the first attack by high-level bombers and torpedo planes and sent one plane crashing into the sea. In a second attack their ship was hit and when the order came to abandon ship, all men conducted themselves in a highly efficient and creditable manner:

Otto Bucholz, Jr., S1c, USN, of Redwood Falls, Minn.

Lyle Leroy Ensign, S1c, USN, of Olympia, Wash.

Francis Thomas Feeney, S1c, USNR, of Parkersburg, W. Va.

George Delroy Field, S1c, USNR, of Reedsville, W. Va.

Virgil Alan Mathile, S1c, USNR, of Harbor View, Ohio.

James Calvin Mattingly, S1c, USNR, of Cloverport, Ky.

Harvey McDermott, Cox, USNR, of Jersey City, N. J.

Herbert Leroy McDonald, S1c, USNR, of Springfield, Ohio.

Joseph Arnold Meis, GM3c, USNR, of Geddes, S. Dak.

John Thomas Mikota, S1c, USNR, of Chicago, Ill.

John Miller, S1c, USNR, of Las Animas, Colo.

Albert Robert Ritchie, S1c, USNR, of Dorchester, Mass.

Leland Samuel Sharrock, Cox, USNR, of Ypsilanti, Mich.

Winford Gordon Tommas, S1c, USNR, of Detroit, Mich.

Bob Dean Triplett, S2c, USNR, of Detroit, Mich.

Charles Edward Underwood, S1c, USNR, of Williamsburg, Kans.

Louis John Vigh, S2c, USNR, of Toledo, Ohio.

Thomas Ornemore Brouhard, Jr., S1c, USNR, of Washington, Kans.

☆

Robert Calvin Makin, S2c, USN, of Baltimore, Md., who is listed as missing in action, for participating for a period of four days in a running battle against the viciously persistent raids of enemy submarines while a member of the Armed Guard crew aboard a merchantman, and, when the ship was torpedoed without warning, for abandoning his battle station only after the operation of the gun became impossible.

☆

Frank Bryan McDonald, S2c, USNR, of Peach Creek, W. Va., who is listed as missing in action. After participating in a running battle against enemy submarines for four days, the ship on which he was a member of the Armed Guard crew was torpedoed without warning and he only abandoned his battle station when operation of the gun was no longer possible. Because he insisted upon helping to lower other men in a lifeboat which he was unable to reach after it was on the water, he did not have time to obtain a lifejacket for himself.

☆

For thwarting an attack by an enemy submarine in the North Atlantic, the following members of an Armed Guard crew aboard a merchantman:

Joe Lane Alston, Jr., S1c, USNR, of Lake Butler, Fla.

Patsy Amelio, S1c, USNR, of Queens, N. Y.

Walker Beasley Bruce, S1c, USNR, of Dickson, Tenn.

Vernon Clark Case, S1c, USNR, of Jet, Okla.

Harold Neal Causey, S1c, USNR, of Alma, Ga.

Jesse Junior Farnsworth, S1c, USNR, of Spelter, W. Va.

Harold Thurman Fields, S1c, USNR, of Atlanta, Ga.

Charles Edward Fischer, S1c, USNR, of Norfolk, Va.

Boyd Franklin Floyd, S1c, USNR, of Fairmont, N. C.

Dallas Fowler, S1c, USNR, of Bridgeport, W. Va.

Clinton Paul Frampton, S1c, USNR, of Huntington, W. Va.

James Allen Holland, S1c, USN, of St. Petersburg, Fla.

Bernard Leroy Peterman, S1c, USNR, of Sand Springs, Okla.

Thomas Clarence Watkins, Jr. S1c, USNR, of Atlanta, Ga.

Henry Dean Davis, S2c, USNR, of Jacksonville, Fla.

Durward "D" Banister, SM3c, USN, of McDonald, Kans.

☆

The following 10 members of an Armed Guard crew of a merchant ship, for participating for a period of four days in a running battle against the viciously persistent raids of enemy submarines:

Bernard Byron Stamp, Cox., USNR, of Barberton, Ohio.

Jerome Clement Starr, Cox., USNR, of Youngstown, Ohio.

John Patrick Maher, S1c, USNR, of Brooklyn, N. Y.

Hugh Leroy McDonald, S1c, USNR, of Jacksonville, Fla.

Ruben Louis Smith, S1c, USN, of Clinton, Mo.

Floyd Eugene Spohn, S1c, USNR, of Burton Township, Mich.

Edward Joseph Quinn, S2c, USNR, of Watertown, Mass.

Allen Hughley Hemley, SM3c, USNR, of El Paso, Tex.

Charles Raymond Stansfield, S2c, USN, of Mount Carmel, Ill.

Bruno Zlobik, S2c, USNR, of Salem, N. J.

The vessel was torpedoed without warning and the men abandoned ship only when operation of the guns became impossible. They were rescued after four exhausting days in the cold, heavy seas of the North Atlantic.

☆

For repulsing a number of aerial attacks and shooting down one plane during the voyage of the merchantman to which they were attached as members of the Armed Guard crew, the following:

Thomas E. Berry, S1c, USNR, of Fort Lauderdale, Fla.

Jesse C. Brannen, Jr., S2c, USN, of St. Petersburg, Fla.

Albert R. Busbin, S2c, USNR, of Palm Beach, Fla.

Robert L. Campbell, S2c, USN, of Jacksonville, Fla.

Richard T. Harris, S2c, USNR, of Altoona, Pa.

Charles Lee Wheatley, S2c, USNR, Philadelphia, Pa.

William R. Lawson, RM3c, USNR, of Cripple Creek, Va.

Rentals

(Continued from page 24)

quarters at their own expense."

Act further provides that officers without dependents are not entitled rental allowance while on sea duty unless the sea duty is temporary duty not exceeding 3 months. Alnav 267-42 modified accordingly. Paragraph 5 of Alnav 218-42 remains in effect.

"Officers of Women's Reserves—Navy, Marine Corps, and Coast Guard not entitled increased rental and subsistence allowances for dependents."

"FOR THOSE IN PERIL ON THE SEA"

*Eternal Father, strong to save,
Whose arm doth bind the restless wave,
Who bid'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to Thee
For those in peril on the sea.*

*O Savior whose almighty word
The winds and waves submissive heard,
Who walkst on the foaming deep,
And calm amid the rage didst sleep;
O hear us when we cry to Thee
For those in peril on the sea.*

*O sacred spirit who didst brood
Upon the chaos dark and rude,
Who badest its angry tumult cease,
And gavest light and life and peace;
O hear us when we cry to Thee
For those in peril on the sea.*

*O trinity of love and power!
Our brethren's shield in danger's hour;
From rock and tempest, fire and foe,
Protect them wheresoe'er they go,
Thou ever let there rise to Thee
Glad hymns of praise from land and sea.
—Official Hymn of the Naval Academy.*

BUPERS BULLETIN BOARD

Expansion of the Waves

Expansion of the WAVES has been decided upon as a result of the highly successful replacement of men with women which has already taken place in every bureau of the Navy Department and every naval district. Officials have expressed gratitude for this excellent record and report that officers in charge of every type of shore establishment are requesting more and more Women Reservists, both officers and ratings.

Women with only 2 years of high school or business school education may now enlist. Women between 20 and 36 years of age are eligible for ratings. For prospective officers, however, the age limits are from 20 to 50 and the educational requirement in general is a college degree. Two years of college plus excellent business experience is an acceptable substitute.

WAVES and SPARS may now marry men in any branch of the armed services except their own, or be married to a man in any branch of the service except their own before enlisting.

Training Periods in Navy Yards Reduced

The training period for apprentices in mechanical trades in naval shore establishments has been shortened to three-quarters of its peacetime length and other revisions in the program made because of wartime demand for increased production schedules in navy yards.

Assistant Secretary of the Navy Ralph Bard has forwarded to all naval shore establishments a letter outlining the causes for recently instituted changes in the Navy's program for training of apprentices in mechanical trades.

Deep Sea Diving School

There are a limited number of openings remaining for officer's instruction in the Deep Sea Diving School at the Navy Yard, Washington, D. C.

The course starts the first of May 1943 and is of 5 months' duration. Applications should be forwarded via official channels to the Chief of Naval Personnel and should reach the Bureau not later than April 1, 1943. Applications should bear endorsements as to physical qualifications for the duty.

Enlisted Marine Pilots May Obtain Commissions

Marine Corps enlisted pilots will have an opportunity for commissioned rank comparable to that of aviation cadets in the Navy. Alnav No. 35, February 25, 1943, reads:

"To provide that Marine Corps personnel who have completed the full prescribed courses leading to designation as enlisted aviation pilot may have the opportunity for commissioned rank comparable to that assigned aviation cadets successfully completing the present Navy aviation cadet program, present commanding officers are requested to submit rec-

ommendations for temporary promotion to commissioned rank of personnel currently assigned to duty involving flying as pilots who formerly held or now hold enlisted aviation pilot designation and who are now serving in chief warrant or warrant grades under either permanent or temporary appointment or in the first or second pay grades.

"Careful consideration should be given and full comment expressed as to the individual's qualifications in view of the fact that headquarters decision is based primarily on the present commanding officer's recommendations of suitable officer material. Service may in some instances be considered to compensate for lack of a complete high school or higher education. Each recommendation must be accompanied by a report of physical examination by a medical officer who shall consult the health record of the man and comply with the provisions of the Bureau of Medicine and Surgery Manual (art. 1507) as modified by the Bureau of Medicine and Surgery Circular Letter No. 33 if applicable.

"Personnel should not be recommended unless fully qualified physically to perform all duties in the field of grade or rank for which they are recommended."

Donation of Game Kits

The Bureau of Naval Personnel has received from the Coca-Cola Co. an offer to donate to any ship or station a set of indoor games which includes a game of darts, of Chinese checkers, of paddles, net and balls for ping-pong, and a composite box containing dominoes, acey-ducey men and spare Chinese checkers, etc.

The equipment included in these sets carries a minimum of advertising matter and appears to be entirely acceptable for general use. Any ship or station desiring to take advantage of this offer should make application to the nearest local Coca-Cola bottlers and not to the Coca-Cola Co. nor to the Bureau of Naval Personnel. No obligation is incurred by making such a request on the bottlers, and there is no charge for the supply of these sets of games.

NOTICE

In order to avoid considerable delay in the delivery of mail it is directed that all officers and men attached to this command notify their relatives and friends to address all mail to the proper mailing address of the ship or station to which attached, including the full name, rank, or rating of each man.

All hands will benefit by cooperating with this request.

The Bureau suggests that the material in the above box be reproduced in all ships and stations in appropriate size and posted in conspicuous places. (See also story on mail, p. 16).

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Personal Funds of Naval Personnel

1. Bureau of Naval Personnel Circular Letter No. 24-43, March 3, 1943, published in the Navy Department Bulletin, volume 2, No. 6, advised naval personnel of the control of importation into the United States of United States currency in the cases of persons entering the United States by commercial carrier from places other than Mexico, Great Britain, Bermuda, Canada, and Newfoundland; and that such personnel are required to turn to customs authorities all such currency in their possession in excess of \$50.

2. United States currency in excess of \$50 turned over to customs authorities in accordance with the above-mentioned order is impounded in a Federal Reserve bank and may be released only upon authorization of the Treasury Department when the owner presents satisfactory evidence warranting a release of such funds.

3. To avoid inconvenience due to the above regulations, all personnel leaving the United States, who expect to return by commercial carrier, are urged to provide themselves with some means of payment other than United States currency and not carry with them United States currency in excess of \$50. Traveler's checks, drafts, or telegraphic transfers are the best means of satisfying financial needs while traveling outside of the United States.

4. Subsequent to publication of Bureau of Naval Personnel Circular Letter No. 24-43 the Department has been advised through the State Department that the South African Government has placed in effect control on importation and exchange of United States currency. The South African Government stated that it is impracticable to examine individual members of United States armed forces arriving in convoy or in large numbers, and desires that commanding officers of such groups exercise control over the amounts of currency to be brought ashore by individuals. Amounts in excess of \$50 in possession of individuals should be accompanied

by certificate of convoy finance officer as to origin.

5. All persons, including members of the armed forces, arriving in South Africa, individually or in small groups, will be required to declare the amounts of foreign currency in their possession, and United States currency in excess of \$50 in possession of persons not arriving direct from the United States or from controlled sterling area will be taken up by customs and impounded by the South African Reserve Bank, subject to release upon application, provided that the importer establishes that it is free from Axis taint.

Bureau Manual (Revised Edition)

It will be noted that the October 1942 Revised Edition of the Bureau of Naval Personnel Manual, which has recently been distributed to the naval service, does not include parts F and G for the reason that the Hydrographic Office and the Naval Observatory were transferred to the jurisdiction of the Chief of Naval Operations by Executive Order No. 9126 of April 8, 1942.

The Hydrographic Office will continue to print and issue periodically the Hydrographic Station Catalog from which charts may be requested. It is understood that no other publication has been issued replacing part F of the old Bureau of Naval Personnel Manual.

The Bureau of Ships Manual supersedes part G of the old Bureau of Naval Personnel Manual pertaining to the Naval Observatory. The American Ephemeris, the American Nautical Almanac, and the American Air Almanac will continue to be provided by the Naval Observatory.

Allotment Checks on Time

The Navy allotment checks to dependents and for the payment of insurance premiums for February were mailed out exactly on time despite the fact that the Allotment Division of the Bureau of Supplies and Accounts was moved from Arlington,

Va., to Cleveland, Ohio, beginning February 4. A delay in payment appeared inevitable since a full week out of the shortest month in the year was lost in the move. In addition, the machinery used in the preparation of checks had to be set up and adjusted after the move; a total of 330 inexperienced clerks, had to be brought in to replace those who did not make the move with their division, and the number of individual checks to be paid was the greatest ever handled.

Georgia Tech Alumni

A new service association, the Nautilians, has been inaugurated by the Naval Reserve Training Corps at the Georgia School of Technology.

Membership will comprise graduates of Georgia Tech who see active duty in this war as commissioned officers in the Navy—estimated as some 400 already—plus selected members of the unit on the campus.

To become a member on the campus, students must demonstrate officerlike qualities by service and conduct improving the morale and efficiency of the unit over and above strict scholastic requirements of the unit, and they must be approved by all officer instructors and the commanding officer.

"The Nautilus," published on the



Terminal Topics

"Occupation?"

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campus by the students, will be the organ of the Nautilian Association. The association will have no dues and the record and clerical work will be performed by the NROTC office on the campus. Eventually officers of the association may be elected from officers in the fleet. Whenever there are enough Georgia Tech graduates on ships in the same port, they will hold an association meeting ashore.

School Name Changed

To avoid confusion with the Office of Naval Intelligence, the name of the Naval Air Combat Intelligence School, at the Naval Air Station, Quonset Point, R. I., was changed in February to the Naval Air Combat Information School.

Although never officially so designated, graduates of this school have frequently been referred to as air combat intelligence officers. It is presumed that the custom will follow the official change in designation, and that in the future these officers will be informally known as air combat information officers.

Wave Assignments

Separate complements are not being established for enlisted members of the Women's Reserve. They will be included in the established complement for the particular activity.

The law requires that members of the Women's Reserve relieve men for assignment to sea duty. Upon the reporting of V-10 enlisted women, an equal number of men should be made available to the Bureau of Naval Personnel for assignment to sea duty and not assigned to other duties ashore. An overlap may be necessary in some cases where V-10 enlisted women are assigned to replace enlisted men. When this is the case, the Bureau will take this into consideration in ordering the enlisted men to sea duty. When all possible replacements have been made, and vacancies still exist in an authorized complement, this Bureau will consider requests for additional V-10 enlisted women to fill those vacancies. Men who are released need not be of exactly the same rating as the women, but should be

of comparable rating and equal in number. Members of the Women's Reserve are not ordered to activities unless there is suitable Government housing or adequate civil accommodations available.

Since requests for enlisted WAVES exceed the present supply, it will be necessary to delay the detailing of WAVES to areas and activities requiring small numbers. All requests, however, are filed in the Bureau and will be given consideration when sufficient numbers of WAVES are available. In this connection, it is not the intention of the Bureau to send individual WAVES or even small groups to an activity. It is preferable to send not less than 50 enlisted WAVES and one or more officer WAVES to accompany this number.

Since sea bags are not considered suitable for storing WAVE uniforms, enlisted women will arrive at their stations with suitcases. Blankets and mattresses usually brought by enlisted personnel are to be furnished by the activity receiving enlisted women.

To date no WAVE members of the stewards branch have been enlisted and none are contemplated.

Enlisted WAVES are detailed to duty by number and ratings and not by name, the same as enlisted men. However, they are allowed to request duty in the naval district they desire or a specific activity therein, and favorable consideration is given commensurate with the needs of the service. These requests are made at the various schools, when WAVES are available for assignment. Individual requests for enlisted WAVES by name are not desired.

It is the Bureau's policy that transfers of enlisted WAVES within a naval district be kept to a minimum. Such transfers complicate existing and projected housing plans, separate enlisted WAVES from the direct supervision of WAVE officers designated for that purpose, and further interfere with the permanency of personnel.

Commercial Insurance

Of vital concern to the members of the armed services and their dependents was a meeting called in New York on February 17 and 18 by various groups of commercial insurance representatives. Their principal purpose in arranging the conference was to obtain information on the background and operation of Public Law 490 (March 7, 1942), as recently amended by Public Law 848 (December 24, 1942). It was the outgrowth of a common problem in relation to payments due because of death.

Before its amendment Public Law 490, provided that a person placed in a status of missing should be carried in that status for a period of 1 year, if there was no prima facie evidence of death. If, at the end of the 12-month period, there was no conclusive evidence of the actual status, he was to be automatically declared dead, and the benefits accruing to a missing person—mainly continuance of pay, allotments, and allowances—were discontinued. The 6 months' death gratuity and Government insurance were then to be paid.

As amended by Public Law 848, a careful and detailed review of the case of each individual carried as missing must be made before 12 months have expired. If it is determined from the available circumstantial evidence that there actually exists a reasonable possibility of a man's being still alive, the head of the department can order him continued in the status of missing, until later information warrants a declaration of death. Similarly, after evaluating the evidence, the Secretary of the Navy is empowered to find him to be dead; the presumed date of death is then set as the day following the absence of 12 months. These findings are of necessity the basis of monetary payments by the Government.

This whole topic has been of intimate concern to the insurance companies, since many men in the armed services are carrying commercial life insurance. The concern grows out of two main factors—the provision for continuing allotments of missing men

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for the purpose of paying insurance premiums, and the payment of death claims after a finding of death by the Secretary of the Navy when the missing status has continued for 12 months or longer.

To explain and discuss the procedures used, the Army sent six officers; the Navy sent four, and the Marine Corps three officers; and the Coast Guard was represented. About 100 officers of various leading life insurance companies attended, as well as representatives of the International Claim Association, the Eastern Life Claim Conference, the American Life Convention, the Canadian Life Insurance Officers Association, the Institute of Life Insurance, the Life Office Management Association, and the War Claims Liaison Committee. The insurance group was interested and reassured to learn of the care with which the service departments were analyzing the circumstances surrounding the loss of the men who are in the status of missing or missing in action.

Reassurance that the findings of the heads of the departments concerned would not become haphazard or routine, that individual attention would be given to the situation of each missing man, and that the inquiries about the basic facts would be answered insofar as the dictates of security will permit, was expressed in a recommendation of the executive committee of the International Claim Association. In effect it was stated that the finding of death made by the head of the department would be accepted by the insurance companies to establish both the facts of death and the date of death.

The meetings were highly successful, and the implications for service personnel are obviously very broad. The principal objective of the service departments was attained—to assure that the finding of death in case of missing persons should give rise to all the contractual benefits as well as governmental benefits which normally accrue from death. The insurance companies will not contest their obligations to pay insurance upon a finding of death, even though such a finding by the head of the depart-

ment may not suffice to determine all financial and personal relationships under the laws of the various States.

“Our Secret Weapon—Truth”

Copies of the script of “Our Secret Weapon—the Truth,” an educational radio program designed to show the viciousness of the enemy by the exposure of Axis lies, are now available for general distribution throughout the Navy. Copies may be obtained by writing Sue Taylor White, Freedom House, 32 East Fifty-first Street, New York, N. Y.

The lies are supplied by the short-wave radio stations of the Axis nations and answers are given them by Rex Stout, writer and chairman of the Writers' War Board, on a program sponsored jointly by Freedom House and the Philco Corporation over the Columbia Broadcasting System.

The scripts already are being mailed to six naval training stations and more than 50 Army camps, plus thousands of individuals who have requested them.

New Enlisted Training Courses

1. The Training Division, Bureau of Naval Personnel, is preparing a new enlisted training course entitled “General Training Course for Non-rated Men,” which will replace the old “Apprentice Seaman” and “A-N” manuals. This new manual should be ready for distribution not later than April 30, 1943.

2. Many letters are received from officers which state that they have received the pharmacist's mate third class progress, test, and examination book but not the course, whereas, in reality, they have received the course but not the progress, test, and examination book. This mistake is caused by the following:

(a) Through an error in printing, both the course and the progress, test, and examination book have a red band.

(b) The material in the course book appears somewhat similar to a progress, test, and examination book. In order to study the course book, it is also necessary to have the Handbook for the Hospital Corps. The Bureau of Medicine and Surgery states that this book is available to all pharmacist's mates. A supply of progress, test, and examination books for pharmacist's mate third class, which have been out of stock for some time, are now available.

3. An enlisted training course for radio technician third class became available from the Bureau of Naval Personnel, Training Division, on March 15 and is now available from the Director of Training, Eleventh Naval District, and Director of Training, Fourteenth Naval District. This course was purchased from the Capitol Radio Engineering Institute and some enlisted men may now be taking this same course from them at their own expense. No adjustment can be made on assignments already completed, but future assignments may be obtained from the training officer by strikers for radio technician third class and radio technicians third class at no charge. The completed course as given by the Capitol Radio Engineering Institute is much longer than the portion used by the Navy for studying for the rating of radio technician third class. The course, as given by the Navy, will have the assignments graded by the training officer rather than by the Capitol Radio Engineering Institute. The course for radio technician second class is under preparation but no date of completion can be given at this time. To qualify for radio technician first class, or chief, it is necessary to attend a special school.

4. Inasmuch as Navy training schools frequently use enlisted training manuals for study and may or may not use the progress, test, and examination books, it is suggested that all requests from Navy training schools specify as to the number of enlisted training courses and progress, tests, and examination books they require. The normal procedure is to supply three times as many progress, test, and examination books as courses.

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THIS MONTH'S COVER



Twin-mounted .50 caliber machine guns, manned by bluejackets aboard the United States Navy's PT boats, carry devastating fire-power. The guns are mounted to swing in a wide arc, will literally spray low-flying airplanes with slugs. On the page opposite: The church pennant, only emblem that ever flies above the American flag on a United States ship, indicates that divine services are being held aboard as the rays of the morning sun cut a bright path across the water of a United States port. (All cover pictures are official United States Navy photographs.)

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