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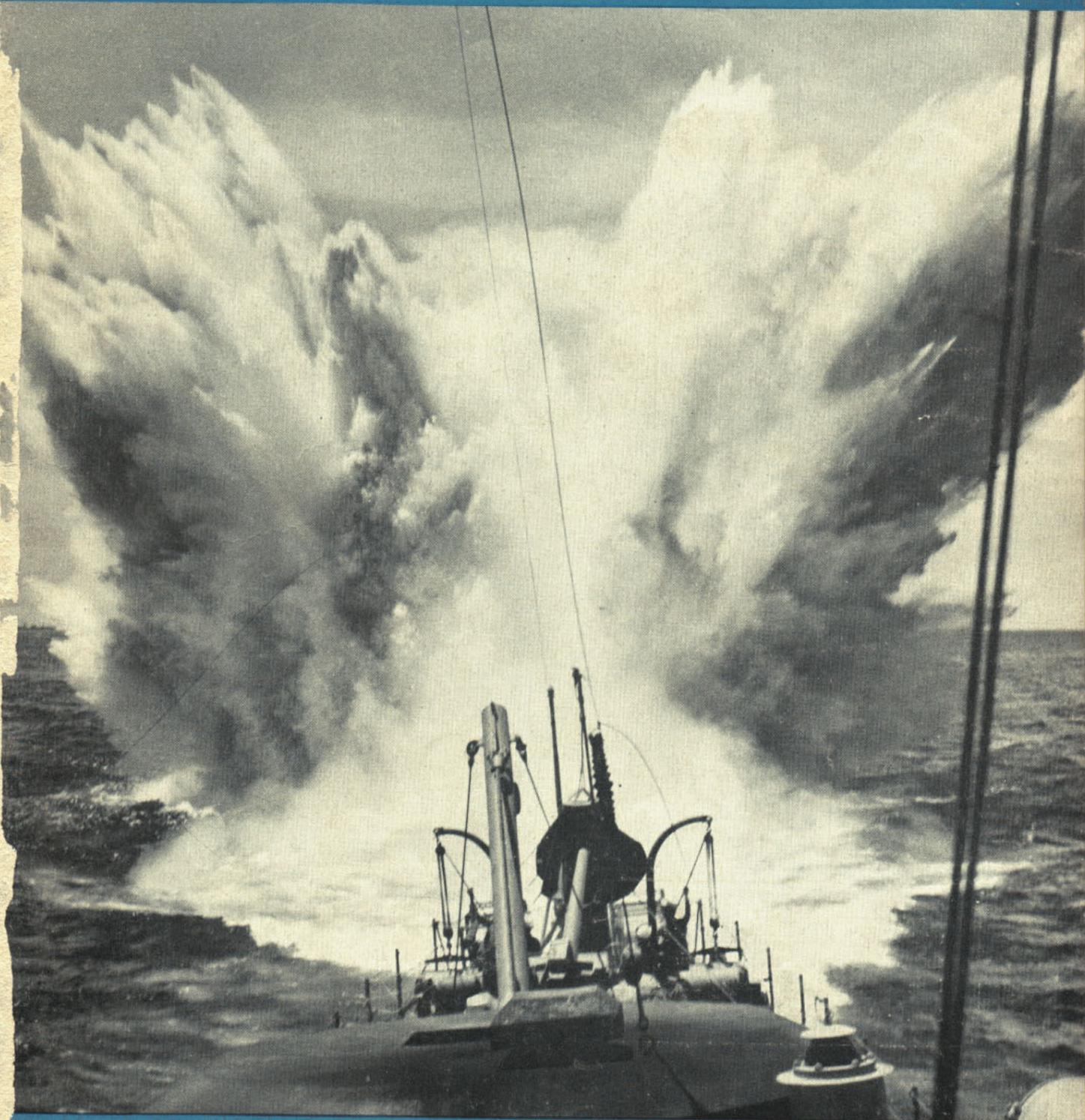
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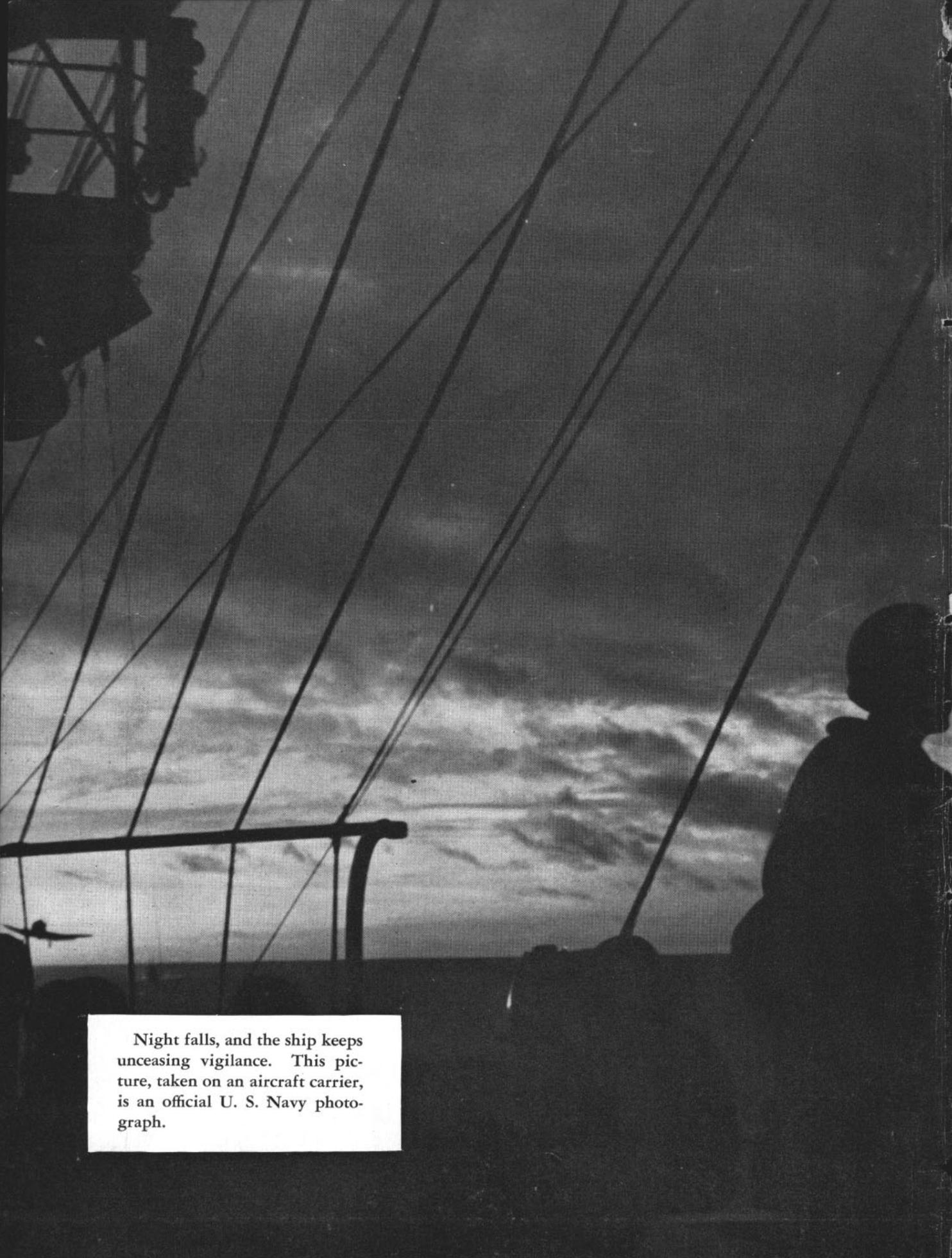
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NAVAL PERSONNEL

INFORMATION BULLETIN



DEPTH CHARGES



Night falls, and the ship keeps unceasing vigilance. This picture, taken on an aircraft carrier, is an official U. S. Navy photograph.

REAR ADMIRAL RANDALL JACOBS, USN

The Chief of Naval Personnel

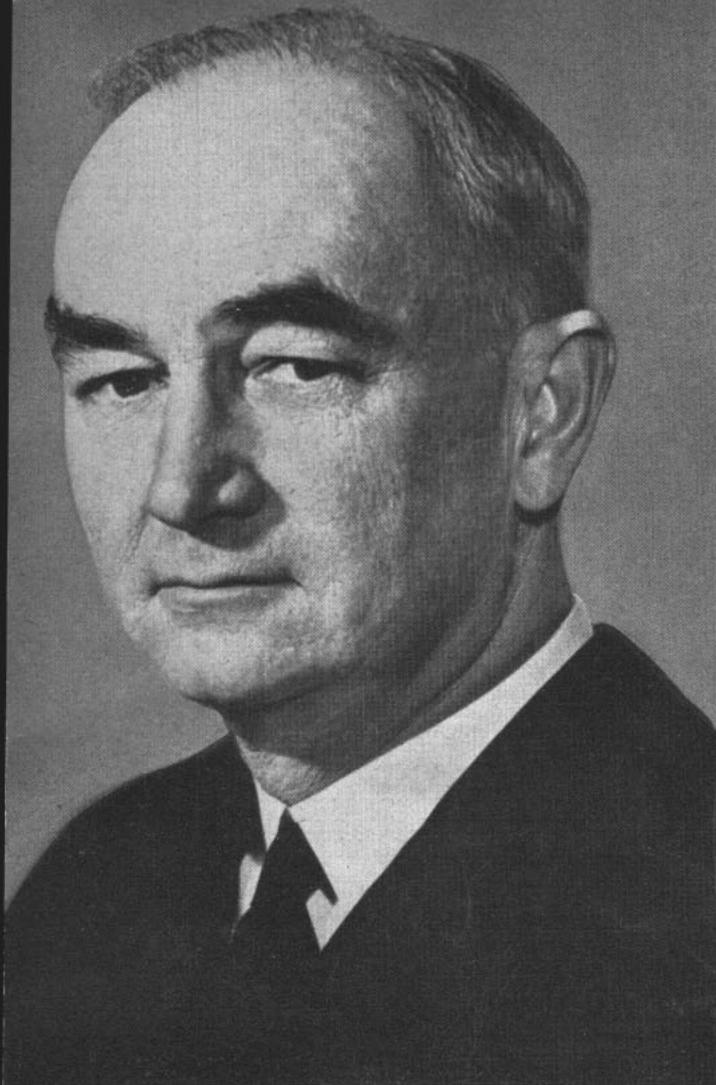
REAR ADMIRAL L. E. DENFELD, USN

The Assistant Chief of Naval Personnel

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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.



REAR ADMIRAL RANDALL JACOBS, U. S. N.
The Chief of Naval Personnel



REAR ADMIRAL L. E. DENFELD, U. S. N.
The Assistant Chief of Naval Personnel

Bureau of Naval Personnel Reorganized

Manpower problems of Navy expanding at unparalleled rate prompts survey and change of set-up

FACED with the manpower problems of the Navy expanding at a rate unparalleled in history, the Bureau of Naval Personnel has undertaken a complete reorganization within the past few months.

In peacetime the Bureau was divided into 13 divisions, with the director of each division reporting directly to the Chief of Naval Personnel and the Assistant Chief of Naval Personnel. The necessity of some realignment was indicated by the tremendously magnified war task, and a sur-

vey was undertaken to determine how the situation could best be met. As a result changes were instituted gradually. But by the end of the year an entirely new plan was in practical operation. While minor changes are still contemplated, the general scope and outline of the new organization have been established.

The organization as now established comprises a system of 14 divisions, with the directors of all except two divisions reporting directly to one of four Directors of Activities. The Directors of Activities in turn report to the As-

sistant Chief of Naval Personnel, who is responsible to the Chief of Naval Personnel.

Under Rear Admiral Randall Jacobs, usn, the Chief of Naval Personnel, and Rear Admiral L. E. Denfeld, usn, the Assistant Chief of Naval Personnel, the four Directors of Activities are Capt. H. G. Hopwood, usn, Planning and Control; Capt. W. M. Fichteler, usn, Officer Personnel; Capt. A. M. Bledsoe, usn, Enlisted Personnel; and Capt. C. C. Baughman, usn, Special Activities.

The Directors of Planning and Con-

trol, Officer Personnel, and Enlisted Personnel have jurisdiction over matters indicated generally by these titles. All other activities, except the Chaplains' and Women's Reserve Divisions are placed under the Director of Special Activities. Such activities, each comprising a division, are training, welfare, public relations, the administrative functions of the Bureau itself, and all activities related to the records and statistics of Naval Personnel.

Under the Director of Planning and Control is a division bearing the same name; under the Director of Officer Personnel are the Divisions of Officer Procurement, Officer Distribution, and Officer Performance; under the Director of Enlisted Personnel are the Divisions of Recruiting, Enlisted Distribution, and Enlisted Performance.

The Directors of the 14 divisions into which the work of the Bureau has been divided are:

Planning and Control, Capt. H. G. Hopwood, USN; Officer Procurement, Capt. A. P. Lawton, USN; Officer Distribution, Capt. T. R. Cooley, USN; Officer Performance, Capt. B. B. Biggs, USN; Recruiting, Capt. W. C. Hayes, USN; Enlisted Distribution, Command-

er J. W. McColl, Jr., USN; Enlisted Performance, Capt. H. G. Shoner, USN; Training, Capt. B. L. Canaga, USN (Ret.); Welfare, Commander J. L. Reynolds, USN; Public Relations, Lt. Comdr. P. B. Brannen, USNR; Records and Statistics, Commander E. A. Solcomons, USN; Administrative, Capt. J. B. Rutter, USN; Chaplains, Capt. R. D. Workman, USN; Women's Reserve, Lt. Comdr. Mildred H. McAfee, USNR.

EACH division has been subdivided into various sections to perform the specific tasks assigned to it, as indicated by the chart accompanying this article.

The functions of the different divisions are as follows:

PLANNING AND CONTROL

This division is the central coordinating office for the work of the entire Bureau. It most directly assists the Chief and Assistant Chief of Naval Personnel in determination of policy and in coordinating the activities of this Bureau with the other bureaus and offices of the Navy. The divi-

sion is also responsible for legislative matters in which the Bureau is concerned.

OFFICE PROCUREMENT DIVISION

All functions and processes involved in the section, procurement and initial appointment of officers of all sources, enlisted as well as civilian, are the responsibilities of the Procurement Division, including the procurement of officer candidates.

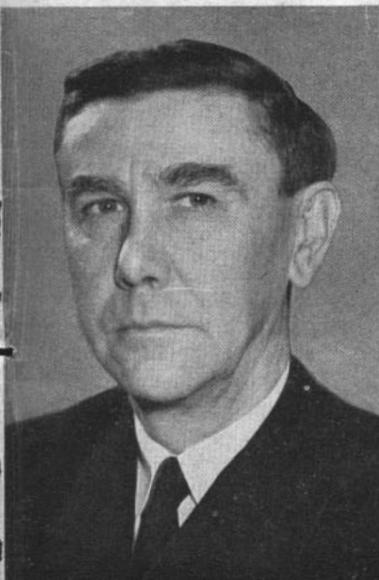
OFFICER DISTRIBUTION DIVISION

This division is responsible for the detailing of all officers, including those newly commissioned. It is also responsible for the functions collateral to detailing, including those of the classification of officers by their qualifications, the establishment and refinement of complements and allowances, and the preparation of orders.

OFFICER PERFORMANCE DIVISION

This division is responsible for the promotion, retirement, discharge, and discipline of officers of the Navy; for all cases of resignation or revocation of commissions; for all transfers of officers from class to class except those

The Four Directors of Activities



—Official U. S. Navy photograph

CAPT. C. C. BAUGHMAN, U. S. N.
Special Activities

CAPT. W. M. FECHTELER, U. S. N.
Officer Personnel

CAPT. A. M. BLEDSOE, U. S. N.
Enlisted Personnel

CAPT. H. G. HOPWOOD, U. S. N.
Planning and Control

from probationary class to special or general; and for the functions of the Bureau of Naval Personnel in connection with special awards, medals, and citations for officers.

RECRUITING DIVISION

This division is responsible for the procurement of all enlisted personnel except for those in officer-candidate programs.

ENLISTED DISTRIBUTION DIVISION

This division is responsible for the assignment to duty of all enlisted men, and for the collateral functions of classification of enlisted men already assigned to duty by their qualifications, the establishment and refinement of complements and allowances, and the issuance of orders and quota letters assigning enlisted men to duty.

ENLISTED PERFORMANCE DIVISION

Promotions, transfer, retirement, discipline, and discharge of enlisted men and the functions necessary in connection with the issuance of medals, awards, and citations to enlisted men are the responsibilities of this division.

TRAINING DIVISION

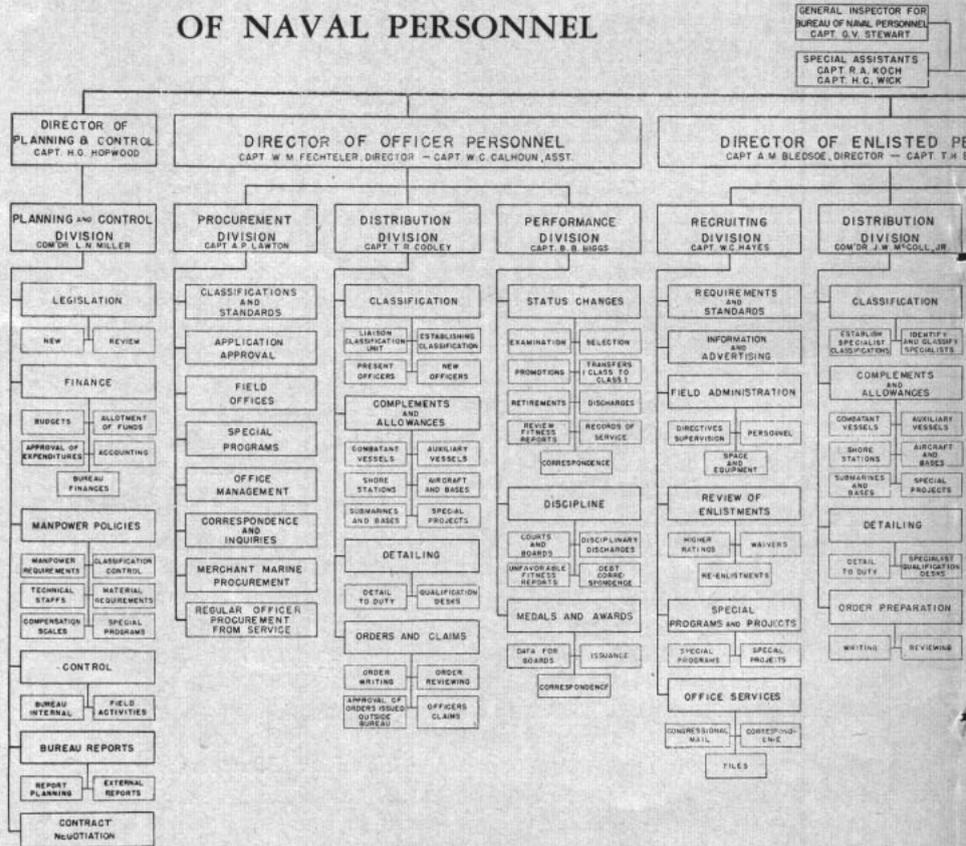
The purpose of the Training Division is to train the individuals comprising the manpower of the Navy in order to render them more useful in the jobs to which they are assigned.

The immense size of the Navy makes this a tremendous task, involving the determination of standards which trainees must have at the beginning and standards they must attain through their training; the developing of curricula for all schools; handling the administration of all schools; providing the schools themselves and the necessary equipment and developing and administering special training programs.

WELFARE DIVISION

All responsibility for the welfare and recreation of the Navy's personnel is delegated to this division. In addition to these broad fields, the division has a casualties and allotments section, which assumes all responsi-

CHART OF BUREAU OF NAVAL PERSONNEL



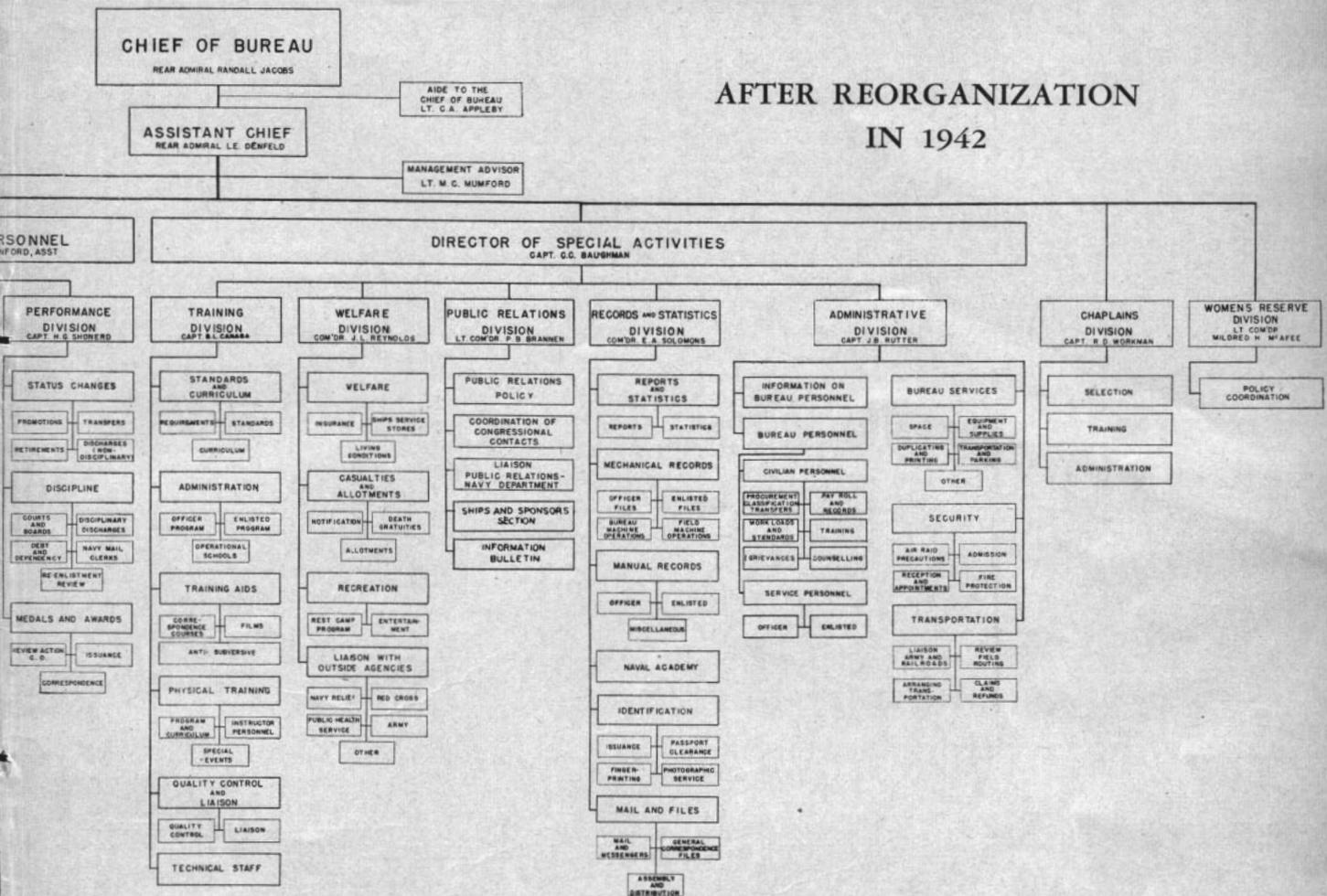
bilities of the Bureau in connection with casualties, both officer and enlisted, and all responsibilities of the Bureau in connection with money payable to the families and dependents of Navy personnel. Casualty activities include the notification of the next of kin in casualty cases and the authorization of the payment of death gratuities. Allotment activities include the authorization of dependents' allotments payable to officers and the authorization of dependents' allotments and family allowances to enlisted men. In addition, the Welfare Division is the official channel of liaison on welfare matters with all other agencies outside the Bureau, such as the Bureau of Medicine and Surgery, the Public Health Service, the International Red Cross, the Navy Relief Society, the Federal Security Agency,

and the Welfare and Recreation Units of the Army.

PUBLIC RELATIONS DIVISION

The responsibility of advising all division directors on the public relations aspects of their policies and decisions has been delegated to the Public Relations Division. This division has also been given the task of coordinating the content of all congressional correspondence of the Bureau. In addition, it prepares and releases for use by the Navy Department Office of Public Relations all news stories and many of the press releases arising from the activities of the Bureau. A separate section of the division relates to the naming of ships and the designation of sponsors for them. Another section has jurisdiction over the editing, publication, and distribution of

AFTER REORGANIZATION IN 1942



the Bureau of Naval Personnel Information Bulletin.

RECORDS AND STATISTICS DIVISION

The purpose of the Records and Statistics Division is to serve as the central agency in the Bureau for the maintenance of records and for the issuance of statistical information compiled therefrom; to provide one central official source of statistical information for the use of the Bureau management and the Divisions of the Bureau; and to provide greater efficiency in the keeping of records and reduction of duplication.

ADMINISTRATIVE DIVISION

This division absorbs all functions and personnel of the former Office of the Chief Clerk, constitutes a service division for the rest of the Bureau. It

is responsible for all services other than record keeping which are useful in common to all divisions of the Bureau. These services include provision of the civilian personnel required to staff the Bureau, and responsibility for space, heat, light, equipment, supplies, and other numerous needs of modern office operation.

In addition to the responsibility for civilian personnel, the Bureau Personnel Section of this division is the office which checks in and out the officer and enlisted personnel assigned to the Bureau, endorsing their orders and in general helping get the new arrivals settled in the Bureau.

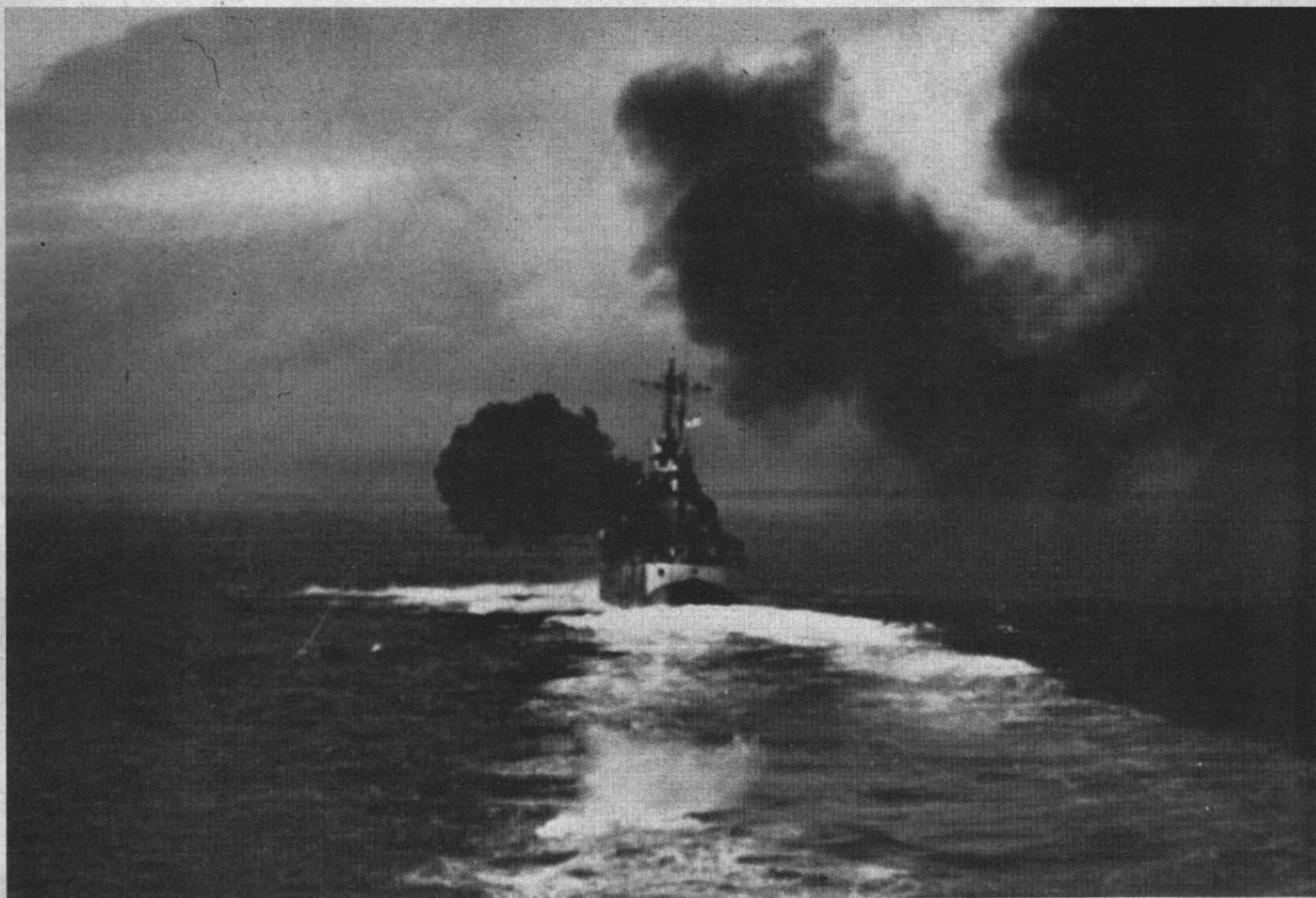
CHAPLAINS' DIVISION

All of the specialized functions of the Chaplains' Corps of the Navy are

the responsibility of this division. The division determines the policies under which the Chaplains' Corps will function and is responsible for assisting in the selection, training, and administration of chaplains of the Navy.

WOMEN'S RESERVE

In general, the Director of the Women's Reserve is concerned with the policies affecting the Women's Reserve while the operating divisions of the Bureau are responsible for the actual work of procurement, training, detailing, etc. The Director is responsible for major policies governing the activities of the Women's Reserve and for the coordination of the work of the operating divisions of the Bureau in connection with the Women's Reserve.



—Official U. S. Navy photograph.

An American cruiser blasts steel at the enemy lodged on Kiska Island.

First Account of Kiska Bombing

Cruiser which saw action proves Reserves
are necessary and integral part of Navy

EARLY in August, our force was ordered to bombard the Japanese installations in the Harbor of Kiska at the end of the Aleutian chain.

We encountered severe fog difficulties in maneuvering for position, but when it came, our first sight of the island of Kiska was a thrilling and dramatic experience, bursting out of the enveloping clouds and fog into the sunlight and seeing the mossy, tundra-clad mountain slopes of our objective ten miles away for the first time. There were low hanging clouds surmounting the mountain tops of Kiska but the sky was clear between us and the island. When we came out into the open there was no sign of offensive or defensive action on the island itself. The destroyers at the

This account was written by a young lieutenant commander who has returned to Washington recently from action in the Pacific. Neither his name nor the name of his ship can be printed for reasons of security.

shortest range, were the first to open fire, followed a few minutes later by the tremendous volume of fire from the cruisers at the intermediate range. We opened fire after we were well out of the fog and on our firing course.

Almost fifteen minutes after our force commenced firing upon the island the enemy took retaliatory steps

and their guns along the coastline were observed to be firing. Shortly thereafter a salvo of shell splashes erupted just ahead of the leading cruiser, at perfect range but ahead. So close, however, that bits of shrapnel landed on the forecastle of that cruiser and on the fantail of the minesweeper in column ahead of her. One of the cruisers had specific orders, in case of such eventualities, to obliterate any shore batteries. This was immediately and effectively done and no more shots were observed landing around the vessels of our force.

While this action was going on two Japanese float-type "Zero" fighter planes were sighted flying over the force, one apparently trying to attack

the destroyers and cruisers and the other one flying over us to establish a range for the guns ashore. This latter plane dropped a large phosphorus flare but made no further attacks. At the same time a large four-motored Japanese seaplane bomber made several approaches and futile attempts to bomb our forces. All of these attacks by the Japanese planes were driven off by our anti-aircraft fire. After half an hour's firing at predetermined targets in the harbor we ceased firing, increased speed and retired to the southward and made all preparations for recovering our planes which had been observing for us.

THE planes from our ship tried to fly over the Harbor of Kiska, making the approach from the southward, where our force was, but found the clouds so thick that they had to skirt around the western side of the island and come in through an opening in the clouds on the northwestern side. They found only one opening in the sky over the harbor and flew down to an altitude of three or four thousand feet to observe our firing. They saw our first salvos landing short and to the right of a transport in the harbor and made that report just as they were attacked by some Japanese Zeros. In the ensuing *mélée* both planes received damage and our senior pilot got a shrapnel wound in his right foot. Nevertheless, the two planes beat off the attack, made one more observation for the ship, and then dove into the clouds for safety and returned to the ship.

That evening the force slowed down to recover its planes. At this time the same persistent, big Japanese bomber made a final attempt to attack us under cover of low hanging clouds and fog banks. Although we couldn't see him, two of our ships tracked him in as he made his approach. He came in from astern on our port quarter and then swung around to starboard leaving him on the starboard quarter of the ship. When he was within range of our anti-aircraft battery, still out of sight it must be remembered, the command was given to commence firing and those guns let loose everything they had. The starboard battery, of course, was the one which had all the "sight-seers" during the actual bombard-

ment operation because we were shooting to port at that time. Consequently, the boys were "rarin' to go." Whether or not we hit the plane is open to conjecture, but a tremendous explosion occurred between one and two miles astern of us and a geyser of water arose that must have been three or four hundred feet high. What is more, we received no further indications of an enemy plane flying around.

AFTER the bombardment of Kiska, the ships retired. Later on this Task Force was used as a support group when the Army established its advance fighter plane bases in the Andreanof Islands. Where the ships are now cannot be disclosed, but it is certain that these ships, their officers and their men are doing their jobs cheerfully and willingly and well. Every member of the crew of these ships, from the newest apprentice seaman up to the captain, is proud of his ship and of the responsibility of the job which he is doing. Each one of them has a specific and important task to perform and each one is accomplishing that mission.

Conversations with many Naval Reserve officers attached to the Navy Department in Washington have disclosed that considerable confusion exists in their minds regarding the importance of their function in the Navy and how vital they are in the war effort. Questions have been asked about the feeling of the Regular officers regarding the Reserves; the importance of being *first* a Naval officer and then a specialist, and whether or not there is anything in the Navy for Reserve officers. The writer, having recently returned from sea duty upon a cruiser, can report that the doubtful feeling is a misapprehension: the Reserve is indeed vital, proving its worth to the Fleet and being accepted by the Regular Navy officers on that basis.

A few simple figures will show just how important a role the Reserve officers are playing in the Fleet today.

Three and a half years ago, when the writer first reported aboard his cruiser, there were thirty-five officers on board, none of whom were Reserve officers. This October, out of a total of around sixty officers, thirty-three of them were Reserves. With this percentage in mind, it is easy to see that a large proportion of those officers had

important jobs to do in order that their ship would perform efficiently and effectively.

One Reserve officer was in command of a major gun turret, supervising sixty men during shore bombardment; the assistant first lieutenant, in charge of the damage control parties and responsible for the watertight integrity of the ship was in the Naval Reserve; three of the signal officers, any of whom might have found himself in the same position that Comdr. McCandless found himself when his senior officers were killed on the bridge of the *San Francisco*, were young Naval Reserve officers with very responsible duties on the navigation and signal bridges of their ship: two of the officers attached to the Engineering Department were young Reserve officers, whose duties were of vital importance in maintaining the main propulsion units of the ship. Other Reserve officers were attached to directors, guns and various control stations—all of which posts were absolutely necessary in order that the ship perform properly.

It is inspiring for those of us sitting here behind desks to know that *all* the men and officers of our fleet are doing the magnificent job they are, and it should encourage each of us—whether Regular or Reserve—to put the best we have into our work and to prepare ourselves for the time when we will go out there to be with them or to take their places.

ON December 7, 1941, our ship was on her way to Pearl Harbor, T. H., with two ships in convoy. The first inkling we had of the commencement of hostilities was a radio dispatch on the wardroom fileboard saying "Pearl Harbor being bombed."

Knowing that vessels of two of our own task forces were out at sea taking part in a minor fleet problem and tactical exercises, we thought that that message was something to add realism to the problem. It was not until we received Admiral Hart's message to the Asiatic Fleet "Japan has commenced hostilities, govern yourselves accordingly," did we realize that war had actually begun. Immediately steps were taken to "Strip Ship" and to "Clear Ship" for any eventualities. We continued on our way toward Pearl Harbor, not having received

any other orders or any orders to the contrary, until that afternoon when we were directed to turn back to another port to await further orders.

The next few days were a nightmare of erroneous reports, tragic radio accounts of damage done, continuous alerts against supposed torpedo attacks, and ironically humorous accounts from the Tokio broadcast telling of the sinking of ours and other ships. These latter reports were funny only because we knew that we and our two escorts were very much afloat, but it worried us to think of the effect that such reports would have on our families at home.

The day that we were to arrive in port we received indications of a large Japanese force in that vicinity. Instead of going in, the captain reversed

course to return to Pearl, feeling that, by the time of our arrival there, our forces would have control of the sea and air around Hawaii. Our ship was a month and a half overdue for her major overhaul period at that time and did not boast the newer anti-aircraft guns and detector devices that she now has. Consequently, the trip to Pearl was conducted under considerable strain and tension and we had many false alarms about submarine attacks as well as plane spotting, and everyone was very much on the qui vive at all times. Naturally all daylight hours were spent in constant drills at the guns and for any emergencies which might arise, and all hands were ready for anything.

A RATHER humorous incident occurred one day when we were hold-

ing Abandon Ship Drill, which released the tension and which was very funny to everyone except the ship's doctor. The doctor, being a man of foresight and wisdom, had acquired an extra life jacket which he had altered slightly by sewing in pockets and containers and caches until it was a super de luxe edition of an ordinary kapok preserver. Into this fancy model he had carefully stowed his most important surgical instruments, dozens of candy bars, and all sorts of little odds and ends which he thought would be useful to him if he found himself bobbing around on a life raft. Unfortunately, the morning of the Abandon Ship Drill the first lieutenant had given orders to the chief boatswain to make an inventory of life jackets in all officer's rooms to be



The scenery in the Aleutians is beautiful—if the fog ever lifts.

—Official U. S. Navy photograph.

sure that there was one, and only one, for each officer. The chief boatswain discovered that there were two in the doctor's room and took the first one at hand and stowed it in one of the crew's life jacket stowages. At drill that afternoon one of the aviation gang, while standing in ranks during the muster, felt that his life jacket was a little bit bulkier than normal and proceeded to investigate—much to the happiness of all his life raft crew, for the candy which he distributed was like "manna from Heaven" (the ship's canteen had run out of candy ten days previously and there was none to be had aboard). At about the same instant, the good doctor realized that his drill jacket was in his room but his de luxe edition was missing. In utmost consternation he started a search and presently found his depleted life jacket snugly around the middle of a little seaman, second class, minus the provender which he had so carefully installed for future use.

The three ships arrived in Pearl Harbor nine days after the debacle of the seventh and, after fueling and provisioning, departed for the mainland six days later. New Year's eve was spent in drydock painting the ships' bottom. After leaving drydock the ship joined Admiral Fletcher's Task Force with the *Yorktown* as a nucleus. The purpose of this force was to convoy a large group of Marines, supplies, equipment, planes, etc., for the strengthening of our fortifications at an island outpost. The long trip to our objective was made with very little incident other than two submarine reports and subsequent depth charging by destroyers in those areas. While the Marines were being landed, our force received orders to join with the forces of Admiral Halsey.

ON January 31, 1942, our two forces made the now historic raid and attack on the Japanese-held Marshall and Gilbert Islands. Our Task Force was the southern one of the two attacking groups and we had considerable squally, stormy weather in contrast to the perfection of the weather farther north, where Admiral Halsey's group was. This bad weather, although it contributed to the loss of one of our own cruiser scouting planes,

actually helped cover our force and to prevent detection by the enemy. Consequently, we were not subjected to any mass bombing attacks as was the other force. Our planes left the carrier at 4:30 in the morning for the first raids upon enemy bases, shipping, and harbor installations. About two and a half hours later these planes returned for new bomb and torpedo loads and were sent out again. The reports they made of damage inflicted were very inspiring and encouraging to all of us.

THAT afternoon the *Yorktown* reported an enemy plane forty miles away, giving us its estimated course, speed, and altitude. We adjusted this data to our position in the formation. Shortly after the *Yorktown* reported the plane nine miles away the target appeared, flying out of a mass of clouds ahead. It was a big, four-motored Japanese seaplane patrol bomber, and came into view exactly on the cross wires.

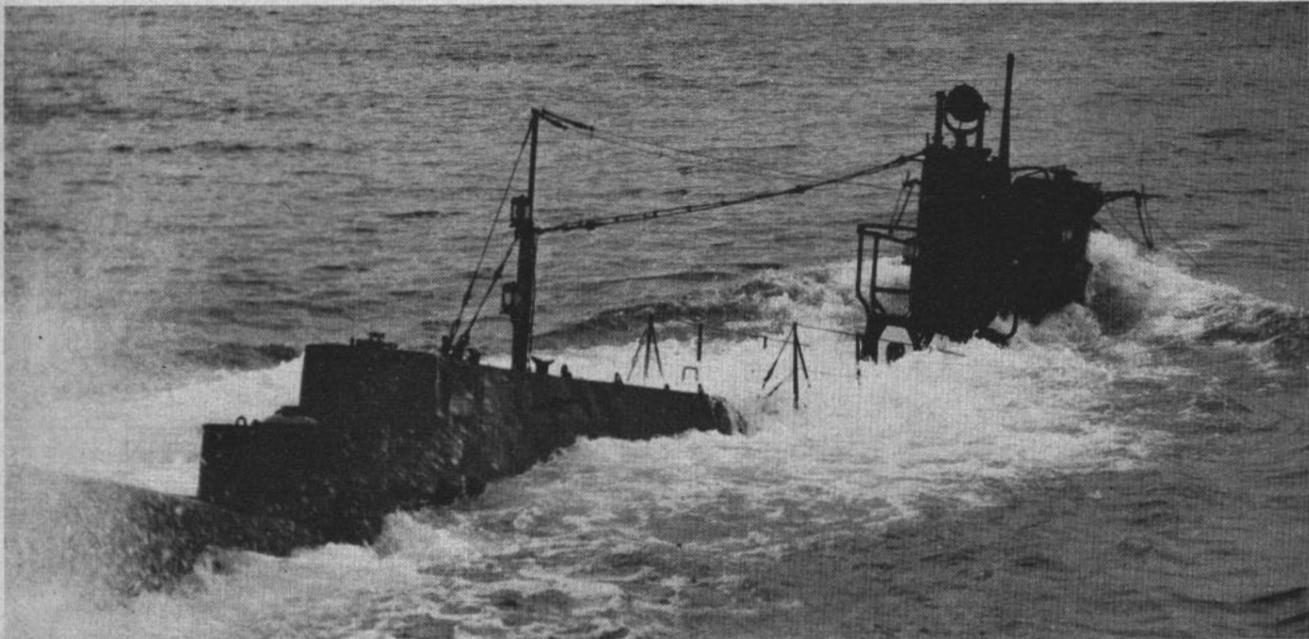
The crews at the gun stations were so much on the alert and so eager to shoot at any target that might appear that the sky control officer knew that if he asked the captain to unmask the port battery the starboard battery crews would never speak to him again. However, the target was slightly on the port bow so the order was given to turn to starboard and the port anti-aircraft guns were trained out on the plane. Before the command could be given to commence firing, two protective fighter planes from the carrier attacked the enemy bomber simultaneously. There was a spectacular explosion and the plane burst into flames—the left wing flew off into space, burning furiously, and the fuselage with right wing still attached, a roaring mass of smoke and flame, plunged into the ocean, leaving a gigantic column of black smoke to mark the funeral pyre. The whole attack was so sudden and so spectacular that everyone was breathless at the sight of it. As the plane exploded, a tremendous cheer of exultation and pent-up emotion came from all hands at their battle stations who witnessed the spectacle.

AFTER the successful completion of the raid on the Marshall's and Gilbert's, the ships returned to Pearl Harbor again to fuel and provision,

and thence went south to the Coral Sea to join Admiral Brown on the *Lexington*. En route south our Task Force patrolled along a certain meridian while a large convoy was making its way from the west coast to Australia. Our immediate duties were to cover the landing of troops on New Caledonia and then to prevent any Japanese forces from coming down through the Solomon Islands to attack those troops or to effect landings at Port Moresby, New Guinea. While we were in this area the planes from our accompanying carriers made the first bombing raids on Japanese strongholds in Lae and Salamua, New Guinea.

Detached, our ship proceeded to the navy yard for her much-needed overhaul where her hull structure, armament, and fire control equipment were modernized or renewed. Orders were received to make all preparations for getting underway because of reports of pending action with the Japanese fleet. This was the prelude to the Battle of Midway. However, the cruiser was sent north into the Aleutians to join with the Task Force in the Northwest Pacific. This period was known among some of the junior officers of the mess as "The Saga of Kiska, or Life Afloat in a Fog."

We left port late in May and joined other units of a Task Force in Alaskan waters. For a long period this Task Force was on endless patrol duty steaming and maneuvering in fogs so thick that it was often impossible to see the ship ahead. During this time, naturally, we had daily drills perfecting our gunnery and indoctrinating all hands in every type of drill possible. During one of these gun drills one of the junior turret officers, who was a new Reserve officer on board, was put in charge of the turret and was to report a simulated attack by an enemy ship. In reporting over the battle circuit he shouted "Enemy cruiser sighted, range five double o," instead of "range five o double o." That was the occasion for the classic remark, "My God! Stand by to repel boarders." The young officer was chagrined and sheepish over his own mistake, but no one else on board ever made such a range error again.



—Official U. S. Navy photograph.

In the cramped wardroom of a submarine, a pharmacist's mate operated.

An Appendectomy by Amateurs

Using spoons and going by the book, submarine crew meets emergency and saves man's life

"THEY are giving him ether now," was what they said back in the aft torpedo rooms.

"He's gone under and they're getting ready to cut him open," the crew whispered, sitting on their pipe bunks cramped between torpedoes.

One man went forward and put his arm quietly around the shoulders of another man who was handling the bow diving planes. "Keep her steady, Jake," he said. "They've just made the first cut. They're feeling around for it now."

"They" were a little group of anxious-faced men with their arms thrust into reversed white pajama coats. Gauze bandages hid all their expressions except the tensi in their eyes.

"It" was an acute appendix inside Dean Rector of Chautauqua, Kans. The stabbing pains had become unendurable the day before, which was Rector's first birthday anniversary at sea. He was 19.

The big depth gauge that looks like a factory clock and stands beside the

"Christmas tree" and red and green gauges regulating the flooding chambers showed where they were. They were below the surface. And above them—and below them, too—were enemy waters crossed and recrossed by the whirring propellers of Jap destroyers and transports.

The nearest naval surgeon competent to operate on the 19-year-old seaman was thousands of miles and many days away. There was just one way to prevent the appendix from bursting and that was for the crew to operate on their shipmate themselves.

And that's what they did; they operated on him. It was probably one

of the largest operations in number of participants that ever occurred.

"He says he's ready to take his chance," the sailors whispered from bulkhead to bulkhead.

"That guy's regular"—the word traveled from bow planes to propeller and back again.

They kept her steady.

THE "chief surgeon" was a 23-year-old pharmacist's mate wearing a blue blouse with white-taped collar and squashy white duck cap. His name was Wheller B. Lipes. He came from Newcastle, near Roanoke, Va., and had taken the Navy hospital course in San Diego, thereafter serving three years in the Naval Hospital in Philadelphia, where his wife now lives. Lipes' specialty as laboratory technician was in operating a machine that registers heart beats. He was classified as electrocardiographer. But he had seen Navy doctors take out one or two appendixes and thought he could do it. Under the sea he was given his first chance to operate.

This dramatic account of an epic incident at sea is reprinted by special permission of The Chicago Daily News Foreign Service and George Weller, the correspondent who wrote the story.

There was difficulty about the ether. When below the surface the pressure inside a boat is above the atmospheric pressure. More ether is absorbed under pressure. The submariners did not know how long their operation would last. They did not know how long it would take to find the appendix. They did not know whether there would be enough ether to keep the patient under throughout the operation.

They didn't want the patient waking up before they were finished.

THEY decided to operate on the table in the officers' wardroom. In the newest and roomiest American submarines the wardroom is approximately the size of a Pullman car drawing room. It is flanked by bench seats, attached to the wall, and a table occupies the whole room—you enter with knees already crooked to sit down. The only way anyone can be upright in the wardroom is by kneeling.

The operating table was just long enough so that the patient's head and feet reached the two ends without hanging over.

First, they got out a medical book and read up on the appendix, while Rector, his face pale with pain, lay in a narrow bunk. It was probably the most democratic surgical operation ever performed. Everybody from the box plane man to the cook in the galley knew his role.

The cook provided the ether mask. The ether mask was an inverted tea strainer. They covered it with gauze.

The 23-year-old "surgeon" had, as his staff of fellow "physicians," all men his senior in age and rank. His anaesthetist was Lt. Franz Hoskins, of Tacoma, Wash., the communications officer.

Before they carried Rector to the wardroom, the submarine captain, Lt. Comdr. W. B. Ferrall, of Pittsburgh, asked Lipes, as the "surgeon" to have a talk with the patient.

"Look, Dean, I never did anything like this before," he said. "You don't have much chance to pull through anyhow. What do you say?"

"I know just how it is, doc," said Rector. "Let's get going."

IT WAS the first time in his life that anybody had called Lipes "doc." But there was in him, added to the steadiness that goes with a sub-



—Associated Press photograph.

WHELLER B. LIPES
They called him "Doc."

mariner's profession, a new calmness worthy of Aesculapius.

The operating staff adjusted their gauze masks while members of the engine room crew pulled tight their reversed pajama coats over their extended arms. The tools were laid out. They were far from perfect or complete for a major operation. The scalpel had no handle.

But submariners are used to "rigging" things. The medicine chest had plenty of hemostats, which are small pincers used for closing blood vessels. The machinist "rigged" a handle for the scalpel from a hemostat.

WHEN you are going to have an operation you must have some kind of antiseptic agent. Rummaging in the medicine chest they found sulfanilamide tablets and ground them to powder. One thing was lacking: There was no means of holding open the wound after the incision had been made. Surgical tools used for this are called "muscular retractors." What would they use for retractors? There was nothing in the medicine chest which gave the answer, so they went as usual to the cook's galley.

In the galley they found tablespoons made of monel metal. They bent these at right angles and had their retractors.

"Sterilizers?" They went to one of the greasy, copper-colored torpedoes waiting beside the tubes. They milked

alcohol from the torpedo mechanism and used it, as well as boiling water.

The light in the wardroom seemed insufficient; operating rooms always have big lamps. So they brought one of the big floods used for night loadings and rigged it inside the wardroom's sloping ceiling.

THE moment for the operation had come. Rector, very pale and stripped, stretched himself out on the wardroom table under the glare of the lamps. Rubber gloves dipped in torpedo alcohol were drawn on the youthful "doc's" hands. The fingers were too long. The rubber ends dribbled over limply.

"You look like Mickey Mouse, Doc," said one onlooker.

Lipes grinned behind the gauze.

Rector, on the wardroom table, wet his lips, glancing a sidelong at the tea-strainer ether mask.

With his superior officers as his subordinates, Lipes looked about into their eyes, nodded, and Lt. Hoskins put the tea-strainer mask down over Rector's face. No words were spoken; Lt. Hoskins already knew from the book that he should watch Rector's eye pupils dilate.

The 23-year-old "surgeon," following the ancient hand rule, put his little finger on Rector's subsiding umbilicus, his thumb on the point of the hip bone and, by dropping his index finger straight down, found the point where he intended to cut. At his side stood Lt. Norvell Ward, of Indian Head, Md., who was his assistant surgeon.

"I chose him for his coolness and dependability," said the doc afterward of his superior officer. "He acted as my third and fourth hands."

Lt. Ward's job was to place tablespoons in Rector's side as Lipes cut through successive layers of muscles.

Engineering Officer Lt. Charles S. Manning, of Cheraw, S. C., took the job which in a formal operating room is known as "circulating nurse." His job was to see that packets of sterile, Carlisle dressings kept coming and that the torpedo alcohol and boiling water arrived regularly from the galley.

They had what is called an instrument passer in Chief Yeoman H. F. Wieg, of Sheldon, N. Dak., whose job was to keep the tablespoons coming and coming clean. Submarine Skip-



—Official U. S. Navy photograph.

LT. COMDR. W. B. FERRALL LT. CHARLES K. MILLER LT. CHARLES S. MANNING LT. NORVELL WARD
He counted sponges Kept sub steady "Circulating nurse" Assisted the "Doc"

per Ferrall, too, had his part. They made him "recorder." It was his job to keep count of the sponges that went into Rector. A double count of the tablespoons used as retractors was kept: one by the skipper and one by the cook who was himself passing them out from the galley.

IT TOOK Lipes in his flapfingered rubber gloves nearly 20 minutes to find the appendix.

"I have tried one side of the caecum," he whispered after the first minutes. "Now I'm trying the other."

Whispered bulletins seeped back into the engine room and crews' quarters.

"The doc has tried one side of something and now is trying the other side."

After more search Lipes finally whispered, "I think I've got it. It's curled way up into the blind gut."

Lipes was using the classical McBurney's incision. Now was the time when his shipmate's life was completely in his hands.

"Two more spoons." They passed the word to Lt. Ward.

"Two spoons at 14:45 hours (2:45 p. m.)," wrote Skipper Ferrall on his notepad.

"More flashlights. And another battle lantern," demanded Lipes.

The patient's face, lathered with white petrolatum, began to grimace.

"Give him more ether," ordered the doc.

Lt. Hoskins looked doubtfully at the original five pounds of ether now shrunk to hardly three-quarters of one can, but once again the teastrainer was soaked in ether. The fumes

mounted up, thickening the wardroom air and making the operating staff giddy.

"Want those blowers speeded up?" the captain asked the doc.

SUDDENLY came the moment when the doc reached out his hand, pointing toward the needle threaded with 20-day chromic catgut.

One by one the sponges came out. One by one the tablespoons, bent into right angles, were withdrawn and returned to the galley. At the end it was the skipper who nudged Lipes and pointed to the tally of bent tablespoons. One was missing. Lipes reached in the incision for the last time and withdrew the wishboned spoon and closed the incision.

They even had the tool ready to cut off the thread. It was a pair of fingernail scissors, well-scalded in water and torpedo juice.

At that moment the last can of ether went dry. They lifted up Rector and carried him into the bunk of Lt. Charles K. Miller, of Williamsport, Pa. Lt. Miller alone had had control of the ship as diving officer during the operation.

It was half an hour after the last tablespoon had been withdrawn that Rector opened his eyes. His first words were, "I'm still in there pitching."

By that time the sweat-drenched officers were hanging up their pajamas to dry. It had taken the amateurs about 2½ hours for an operation ordinarily requiring 45 minutes.

"It wasn't one of those 'snappy valve' appendices," murmured Lipes apologetically as he felt the first handclaps on his shoulder.

WITHIN a few hours, the bow and stern planesmen who under Miller's direction, had kept the submarine from varying more than half a degree vertically in 150 minutes below the stormy sea, came around to receive Rector's winks of thanks. They were C. R. Weekley, Dover, N. H., and West Union, W. Va.; L. L. Rose, St. Louis, Mich.; E. W. Grismore, Pandora, Ohio, and W. J. Hilburn, Foley, Ala.

And Rector does not forget also the three shipmates who did the messenger work for torpedo alcohol and galley spoons; S. D. Lang, Baltimore; A. A. Boehme, Geneva, Idaho, and A. E. Daniels, Sugarland, Tex. His only remark was "gee, I wish Earl were here to see this job." His brother, Earl, a seaman on the Navy submarine tender Pigeon, is among the list of missing at Corregidor, probably captured.

When the submarine surfaced that night, all hands who had been near the wardroom found themselves frequently grabbing the sides of the conning tower and slightly unsteady on the black, vertical ladders. It was because of the ether they had breathed, which came out again at the lessening of surface pressure.

But all their intoxication was not ether; some was joy.

The submarine again began "patrolling as usual." And 13 days later Rector was manning the battle phones. And the submarine was again launching her torpedoes.

And in one of the bottles vibrating on the submarine's shelves swayed the first appendix ever known to have been removed below enemy waters.

Tax Facts for Navy Men

An authoritative resume of how federal levies
this year will affect men in the Service

THE figurative Federal income tax man, carrying out the order of Congress, comes around to members of the armed forces just as he does to all other Americans. But when he pays his 1943 visit, to see about collecting taxes on 1942 earnings, fighting men and women will find that several distinct income-tax advantages have been conferred upon them.

For an unmarried civilian with no dependents, income taxation starts when gross earnings reach \$525.01, at which level the income tax collector's bill is a modest \$1. But a member of the military or naval forces, also unmarried and with no dependents, doesn't owe the \$1 until his total earnings for a year reach \$775.01—provided as much as \$250 of these earnings come from wartime pay for active service.

There's just \$250 difference between \$525.01 and \$775.01, you will notice. Members of the armed forces serving below the grade of commissioned officer were authorized by the Seventy-seventh Congress to "exclude" that amount of active service pay, if single, or \$300 if married or the head of a

The accompanying article has been prepared by the Treasury Department at the request of the INFORMATION BULLETIN especially for the information of the Naval Service. It constitutes the latest official word on the subject of Federal income taxes.

family, when reporting their incomes for income-tax purposes.

Under the \$300 exclusion for a married person in the services, income taxation in his or her case starts at \$1,575.01 instead of the civilian's \$1,275.01, still assuming that there are no dependents, and assuming further that the married person is living with his or her spouse, and that a joint return is made covering the income of both, or else that one of them had no income.

At the level of \$1,275.01 for a married civilian or \$1,575.01 for a married fighter, as the case may be, the income tax collector's bill is \$1.

IN both instances, it is assumed the income tax return is made on the short or simplified form of return designated by the Treasury Department's Internal Revenue Service as Form 1040 A. This form may be used only when the income of the taxpayer—including the total incomes of a man and wife making a joint return—does not exceed \$3,000, and when there are no sources of income except salary, wages, dividends, interest, and annuities. Its use also is limited to "cash basis" returns, which means, generally speaking, that the taxpayer does not keep a set of books.

Use of the simplified form eliminates all but a very few calculations for the income-tax payer, and the form is self-explanatory as to these few. After determining from them the amount of income subject to tax, the taxpayer ascertains at a glance,

from tables (see next page), the amount of tax he owes.

The tables make allowance for personal exemption, earned income credit, and deductions aggregating 6 percent of gross income. This percentage is used as an average of the deductions which would be claimed were the simplified form not available.

If the taxpayer's 1942 gross income exceeded \$3,000 or came in whole or in part from sources other than salary, wages, dividends, interest, and annuities, it is necessary to use Form 1040 in making a return. This form calls for detailed statements on income and also on all expenditures which are claimed as deductions. When Form 1040 is used, the gross income levels cited above as those at which taxation starts do not apply. The tax calculations on Form 1040 depend on net income rather than gross, and the total of deductions claimed becomes a variable factor.

LEVELS named as those at which taxation starts should not be confused with those at which it becomes necessary to file an income-tax return. These are fixed at \$500 of gross income for single persons and \$1,200 for married persons. Members of the military or naval forces below the grade of commissioned officer on December 31, 1942, should not include in 1942 gross income the first \$250 if single on such date or the first \$300 if married or head of a family on such date received as compensation for active service. These are the special allowances previously referred to.

For income-tax purposes, married persons living apart as the result of act of law or by mutual agreement will be regarded as single persons; on the other hand, a single person may be the head of a family, and thus be entitled to an allowance as head of a household such as is allowed to a married person who heads a family, if the single person maintains a



—Sixta in the Great Lakes Bulletin.

"All right, lady—Maybe you DID have to collect it every two weeks for years and years, but just remember—this isn't where he USED to work!"

household and supports in it "one or more individuals who are closely connected with him by blood relationship, relationship by marriage or by adoption, and whose right to exercise family control and provide for these dependent individuals is based upon some moral or legal obligation."

Various provisions of Federal law authorize the relaxing, for members of the armed forces, of the usually strict income-tax law requirements when necessary on account of war conditions.

The ordinary due date for individual income tax returns is March 15.

Thus, on or before March 15, 1943, returns are due on incomes received in 1942. Payments are due either in full on March 15 or in four equal quarterly installments beginning March 15.

Congress decreed early in the war that for members of the armed forces who are on sea duty or are outside the continental United States on the due dates for income-tax returns or payments, these due dates may be postponed. Continental United States, as here referred to, includes only the States of the Union and the District of Columbia. It does not include

Hawaii or Alaska. New due dates, pursuant to postponements, are fixed as the 15th day of the third month following the month in which the first of these three events occurs: (1) return of the taxpayer to the continental United States; (2) termination of the war; (3) appointment of an administrator, executor, or conservator for the taxpayer's estate.

Under the Soldiers' and Sailors' Relief Act, payment of various obligations, including income tax, may be deferred if ability to pay has been materially impaired by reason of service in the armed forces. Forms for

TABLE FOR SIMPLIFIED TAX RETURNS UP TO \$3,000

(Optional tax schedule for use with Form 1040-A)

Gross income		Tax under Revenue Act of 1942			Gross income		Tax under Revenue Act of 1942		
Over	Not over	Single person (not head of family)	Married person making separate return	(1) Married person whose spouse has no gross income or (2) married person making joint return or (3) head of family	Over	Not over	Single person (not head of family)	Married person making separate return	(1) Married person whose spouse has no gross income or (2) married person making joint return or (3) head of family
\$0	\$525	\$0	\$0	\$0	\$1,750	\$1,775	\$210	\$191	\$77
\$525	550	1	0	0	\$1,775	1,800	214	195	81
\$550	575	4	0	0	\$1,800	1,825	218	199	85
\$575	600	7	0	0	\$1,825	1,850	223	204	90
\$600	625	11	0	0	\$1,850	1,875	227	208	94
\$625	650	15	0	0	\$1,875	1,900	231	212	98
\$650	675	20	3	0	\$1,900	1,925	236	217	103
\$675	700	24	6	0	\$1,925	1,950	240	221	107
\$700	725	28	9	0	\$1,950	1,975	244	225	111
\$725	750	33	14	0	\$1,975	2,000	249	230	116
\$750	775	37	18	0	\$2,000	2,025	253	234	120
\$775	800	41	22	0	\$2,025	2,050	257	238	124
\$800	825	46	27	0	\$2,050	2,075	262	243	129
\$825	850	50	31	0	\$2,075	2,100	266	247	133
\$850	875	54	35	0	\$2,100	2,125	270	251	137
\$875	900	59	40	0	\$2,125	2,150	275	256	142
\$900	925	63	44	0	\$2,150	2,175	279	260	146
\$925	950	67	48	0	\$2,175	2,200	283	264	150
\$950	975	71	52	0	\$2,200	2,225	288	269	155
\$975	1,000	76	57	0	\$2,225	2,250	292	273	159
\$1,000	1,025	80	61	0	\$2,250	2,275	296	277	163
\$1,025	1,050	84	65	0	\$2,275	2,300	301	282	168
\$1,050	1,075	89	70	0	\$2,300	2,325	305	286	172
\$1,075	1,100	93	74	0	\$2,325	2,350	309	290	176
\$1,100	1,125	97	78	0	\$2,350	2,375	314	295	181
\$1,125	1,150	102	83	0	\$2,375	2,400	318	299	185
\$1,150	1,175	106	87	0	\$2,400	2,425	322	303	189
\$1,175	1,200	110	91	0	\$2,425	2,450	327	308	194
\$1,200	1,225	115	96	0	\$2,450	2,475	331	312	198
\$1,225	1,250	119	100	0	\$2,475	2,500	335	316	202
\$1,250	1,275	123	104	0	\$2,500	2,525	340	321	207
\$1,275	1,300	128	109	1	\$2,525	2,550	344	325	211
\$1,300	1,325	132	113	4	\$2,550	2,575	348	329	215
\$1,325	1,350	136	117	7	\$2,575	2,600	353	334	220
\$1,350	1,375	141	122	10	\$2,600	2,625	357	338	224
\$1,375	1,400	145	126	14	\$2,625	2,650	361	342	228
\$1,400	1,425	149	130	17	\$2,650	2,675	366	347	233
\$1,425	1,450	154	135	21	\$2,675	2,700	371	351	237
\$1,450	1,475	158	139	25	\$2,700	2,725	376	355	241
\$1,475	1,500	162	143	29	\$2,725	2,750	381	359	245
\$1,500	1,525	167	148	34	\$2,750	2,775	386	364	250
\$1,525	1,550	171	152	38	\$2,775	2,800	391	369	254
\$1,550	1,575	175	156	42	\$2,800	2,825	396	374	258
\$1,575	1,600	180	161	47	\$2,825	2,850	401	379	263
\$1,600	1,625	184	165	51	\$2,850	2,875	406	384	267
\$1,625	1,650	188	169	55	\$2,875	2,900	411	389	271
\$1,650	1,675	193	174	60	\$2,900	2,925	416	394	276
\$1,675	1,700	197	178	64	\$2,925	2,950	421	399	280
\$1,700	1,725	201	182	68	\$2,950	2,975	426	404	284
\$1,725	1,750	206	187	73	\$2,975	3,000	431	409	289

claiming deferment will be supplied upon request by the Collector of Internal Revenue with whom the taxpayer files, or intends to file, his return.

THERE are other relief provisions in the Revenue Act of 1942.

The effect of one of them is that an individual, whether in the Army or Navy or a civilian, who has been continuously outside the Americas for any period longer than 90 days since December 6, 1941, is granted 90 days after he or she returns to the Americas, or until the 15th day of the third month after the termination of the war, whichever is earlier, as a grace period before it is necessary to comply with the income-tax laws on filing a return, paying tax, or performing various other acts which the income-tax laws require or permit.

Under a second Revenue Act provision, further deferment authority is vested in the Commissioner of Internal Revenue. It is provided, in effect, that the Commissioner may waive for so long a time as he deems necessary the filing of returns, payment of taxes, and other income-tax actions when it is found impossible or impracticable for a taxpayer to perform them "by reason of an individual being outside the Americas, or by reason of any locality (within or without the Americas) being an area of enemy action or being an area under the control of the enemy, as determined by the Commissioner or by reason of an individual in the military or naval forces of the United States being outside the States of the Union and the District of Columbia." Detailed regulations by the Commissioner of Internal Revenue are necessary to place this provision in effect. For its purposes, "the Americas" are North and Central and South America (including the West Indies but not Greenland) and the Hawaiian Islands.

It is not necessary to report as income amounts received as a pension, annuity, or similar allowance for personal injuries or sickness resulting from active service in the armed forces of any country.

Amounts received as commutation of rations or quarters also need not be reported.

Mileage payments received for travel should be reported as income,

and the expenses of the travel shown on the taxpayer's return as deductions.

There is no authority for deducting from income, in making tax calculations, the cost of Army or Navy uniforms paid for out of the taxpayer's own pocket.

Under new legislation, periodical alimony payments made in accordance with a decree may now be deducted by the person making them. They must now be reported as income by the person receiving them.

AMOUNTS contributed by the Government to the service man's "monthly family allowance" are in the nature of gifts by the Government and need not be included in income reported by the members of the family receiving these amounts. Contributions to the family allowance by the service man himself, through deductions from his pay, also need not be reported as income by the recipient. The amounts of such contributions by the service man should be included in his gross income to the same extent as if paid directly by him, and may not be deducted by him from his income in calculating his taxes.

Amounts received from the Government by officers as uniform allowances need not be reported as income.

Under the regular income tax, there is a personal exemption of \$500 for single persons and \$1,200 for married persons, with \$350 for each dependent. The exemption is prorated in the case of persons marrying during a tax year and making a joint return on Form 1040. If they make a return on Form 1040 A, their marital status is determined as of July 1 of the tax year.

A different rule applies to the additional allowances of \$250 single and \$300 if married for persons in the armed forces. In those cases the taxpayer's status in the armed forces and also his family status are determined as of the last day of the tax year.

Spouses making separate individual income tax returns may split the \$1,200 exemption between them as they desire.

THE discussion so far relates to the old or "regular" individual income tax, which dates back to 1913.

(Continued on page 65)

AMOUNT OF INDIVIDUAL INCOME TAX UNDER REVENUE ACT OF 1942

SINGLE PERSON—NO DEPENDENTS Personal exemption: \$500

Net income before personal exemption ¹	Amount of tax
\$500	
\$600	\$15
\$700	34
\$800	52
\$900	71
\$1,000	89
\$1,200	126
\$1,500	181
\$1,800	236
\$2,000	273
\$2,500	365
\$3,000	472
\$4,000	686
\$5,000	920
\$6,000	1,174
\$8,000	1,742
\$10,000	2,390
\$15,000	4,366
\$20,000	6,816
\$25,000	9,626
\$50,000	25,811
\$100,000	64,641

MARRIED PERSON—TWO DEPENDENTS Personal exemption: \$1,200; dependent credit: \$350

Net income before personal exemption ¹	Amount of tax
\$1,900	
\$2,000	\$13
\$2,100	26
\$2,200	44
\$2,300	62
\$2,400	81
\$2,500	99
\$3,000	191
\$4,000	378
\$5,000	592
\$6,000	810
\$8,000	1,322
\$10,000	1,914
\$15,000	3,758
\$20,000	6,088
\$25,000	8,814
\$50,000	24,845
\$100,000	63,479

MARRIED PERSON—NO DEPENDENTS [Personal exemption: \$1,200]

Net income before personal exemption ¹	Amount of tax
\$1,200	
\$1,300	\$13
\$1,400	30
\$1,500	48
\$1,600	66
\$1,800	103
\$2,000	140
\$2,500	232
\$3,000	324
\$4,000	532
\$5,000	746
\$6,000	992
\$8,000	1,532
\$10,000	2,152
\$15,000	4,052
\$20,000	6,452
\$25,000	9,220
\$50,000	25,328
\$100,000	64,060

¹ Maximum earned net income assumed for purposes of the earned income credit.



—March of Time photograph.

Secretary of the Navy Frank Knox

Tribute to Texas and Houston

Secretary Knox gets assurance that State will not sign separate peace

I AM glad to be in Texas, and I am glad to be in Houston. Everyone has memorable days in his life. We call them "red letter" days. This has been one of mine; this has been one of my most exhilarating days. This morning I saw seven fighting ships launched at the Brown Shipbuilding Co. yard. Two of them were small destroyers. One was named for Fred Kenneth Moore, Seaman First Class; the other for Ellis Judson Keith, Jr., Seaman Second Class. Both were Texas boys and both died far away fighting like Texans for you and for me.

This afternoon I saw the great Houston Shipbuilding Co. yard where 15,000 men are building merchant ships—are forging our bridge to the citadels of the enemy.

Everywhere and all the time I saw and I sensed and I felt an ardor, and

This is the text of the address by Secretary Knox in Houston, Texas, on December 21.

a physical and spiritual determination that has reinvigorated me. I have not felt so well since the war started. Back in Washington I'm going to tell the first downhearted man I see to come to Texas. For Texas is a tonic. It all reminds me of what a Texas boy said out in the Southwest Pacific: "Everything is going to be all right now," he said, "because at last the Americans and the Australians are fighting shoulder to shoulder with Texas." I understand that better now.

Everything I have seen and heard down here has comforted me. I am

even taking back to the President, your Commander in Chief, the assurances of Governor Stevenson that under no circumstances will Texas make a separate peace. In fact, he tells me you may have to go on fighting for awhile after the rest of us have stopped because Texans can't stop fighting all at once and may have to taper off gradually.

But my most inspiring experience is this vast meeting tonight. Here are gathered the representatives of many of the United Nations and here is a great panorama of all America at war; labor, industry, officers, sailors, soldiers, school children, nurses, defense organizations, colored people, and white people. And I am reminded that the first Texan to shed his blood in the war for Texas' independence was a Negro.

There has, I daresay, been no more eloquent, no more dramatic demonstration throughout the land of a united community dedicated to winning the war and of our national solidarity in the hour of our great trial, than this meeting tonight in Houston—this meeting near Buffalo Bayou and the battlefield of San Jacinto, where the destiny of Texas—and indeed of all the West—became a reality under the brave men who fought with Sam Houston.

Texas understands war and has seen a lot of it. The Texas talent for combat was never better expressed than by Jefferson Davis, when he reviewed in Richmond in 1861 the Texas Brigade which was raised in these parts. "The soldiers of other states," said Jefferson Davis, "have a reputation to *establish*. The sons of Texas have a reputation to *maintain*."

Nor shall I forget that the Republic of Texas had a Navy and even "horse marines" who captured ships on horseback. (Confidentially, I have never quite understood that, but evidently most anything can happen in Texas.) I like to think that in the Texas Navy of long ago and in Sam Houston's horse marines one sees the spirit, the imagination, and the courage of the American pioneer on land and sea—and the American ingenuity of today that converted pastures into those shipyards overnight!

Three of those little ships of the Texas Navy were named "Invincible,"

**PRESIDENTIAL
UNIT CITATION
to the
"U. S. S. HOUSTON"**

For outstanding performance against enemy Japanese forces in the Southwest Pacific from December 7, 1941, to February 28, 1942. At sea almost constantly, often damaged but self-maintaining, the *Houston* kept the sea. She maneuvered superbly and with deadly anti-aircraft fire repulsed the nine-plane Japanese bombing squadron attacking a troop convoy under her escort. Later, in company with other Allied ships, she engaged a powerful enemy force, carried the brunt of the action with her two remaining 8" turrets, and aided in damaging and routing two enemy heavy cruisers from the line of battle. On February 28, the *Houston* went down, gallantly fighting to the last against overwhelming odds. She leaves behind her an inspiring record of valiant and distinguished service.

"Independence," and "Liberty." Could there be a finer text for America today than those three words that come down to us from your Texas forefathers who knew that only the strong can be free? And so today all across the country, millions of Americans stand shoulder to shoulder at the forge hammering out the weapons of our invincibility; the weapons with which more millions of Americans will fight on and on and on until we have guaranteed our independence and made certain of our liberty as free citizens of a free United States and of a free world.

But those three words—"Invincible, Independence, Liberty"—are not the only text for today in the stirring annals of Texas. More than a hundred years ago a deathless message came out of the beleaguered Alamo—"Victory or Death!" They died in the Alamo, but their words will never die; and their choice then is our choice

now. Pray God it will always be America's choice whenever and wherever tyranny raises its ugly head.

TEXAS knows that in this struggle there is no turning back; that there is only "victory or death" for all we have, for all we cherish, for all we are. But the faith of Texas is not words alone. It is not an empty thing. I am informed that Texas has a higher proportion of her population in the combat services of our country than any other state—50,000 in the Navy, and almost a quarter of a million in the Army.

Among the top officers of the Navy, there are twelve Admirals from Texas, including Admiral Nimitz, now Commander in Chief in the Pacific. In the list of captains, thirty are natives of Texas. The Marine Corps has two Generals, five Colonels, and approximately 11,000 officers and enlisted men from Texas. In the Army there are thirty-nine Texas Generals, among them Lieutenant General Eisenhower, the Commander in Chief of the Allied Forces now fighting in North Africa. But that's not all of it. Our largest Naval Air Station is at Corpus Christi and throughout Texas the Army and the Navy have more than a hundred camps and stations.

Finally, the name of this city has been proudly borne in the forefront of this war. The heavy cruiser *Houston* was a ship of much personality. One of her first cruises was to this port to receive a silver service from the citizens of Houston and to seal forever the ties of affection which bound her to the city for which she was named. The President used her when he visited the fleet. She flew the flag of the Admiral of the Asiatic station through the critical years that led up to this war.

SHE is gone now. But the manner of her going is an honor to the name she bore. Would you like to hear the story of the last gallant days of that proud ship? I'll read you some of the simple, unadorned words of Admiral Thomas C. Hart, former Commander of the Asiatic Fleet, recommending his beloved flagship for a unit citation.

"For nearly three months the U. S. S. *Houston* kept the sea a very

great portion of the time. The ship was never in port for any length of time. There were no repair facilities available other than the ship's own force; yet the ship was kept in very good condition throughout. She was very ably commanded.

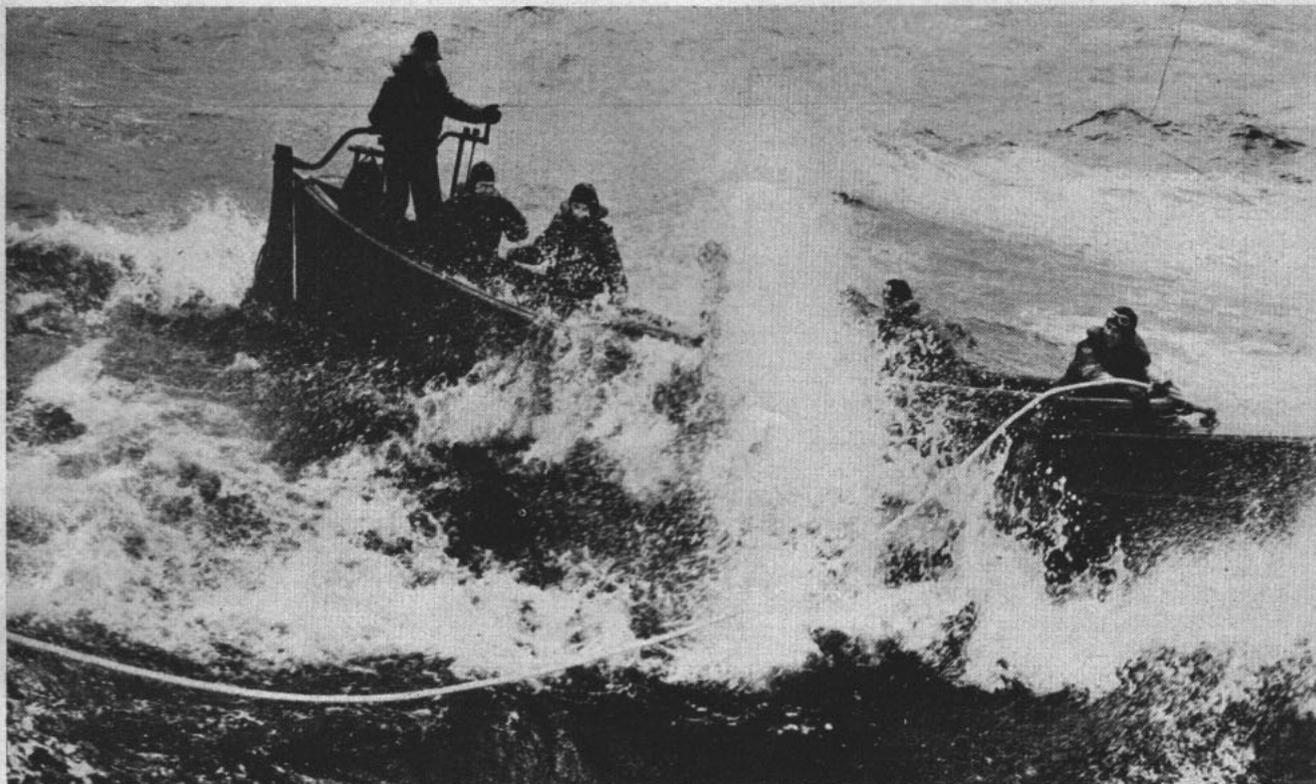
"On February 4, while with other United States and Dutch ships, the *Houston* successfully dodged five salvos of bombs, each from nine-plane squadrons of large bombers. Unluckily she was hit by one bomb, of the fifth salvo, which was dropped late and struck at a considerable distance from the rest of the salvo. It was a heavy bomb and ruined the after 8-inch turret, the main radio station, and cut the main deck half in two. The personnel casualties were high, 60 were killed. Despite this damage the ship kept in service.

"On February 16 the *Houston* was escorting a troop convoy from Port Darwin to Koepang, Timor, when the expedition was heavily attacked by Japanese bombers. By adroit maneuvers and the highly efficient anti-aircraft fire of the *Houston* the expedition escaped all but minor damage. It is probable that the *Houston* was the only ship in the area which could have so successfully fought off the Jap bombers.

"On February 27 the *Houston* was in Admiral Doormann's force which became engaged with a powerful Japanese force of cruisers and destroyers. The allied formation was broken up and eventually dispersed, but not until the *Houston's* two remaining 8-inch turrets and H. M. S. *Exeter* so damaged two Japanese heavy cruisers that they left the line of battle.

"On February 28 she again put to sea with an Australian cruiser and was lost that night under circumstances unknown. The available information indicates that the two ships were engaged by Japanese cruisers accompanied by destroyers or submarines and that the *Houston* went down through underwater damage. She is said to have continued the fight after her main deck was awash. The ship sailed with all personnel knowing that the chances were not good, but nevertheless in high spirits and determined.

(Continued on page 53)



—Official U. S. Navy photograph.

This is the traditional picture of the Coast Guard—but the picture has enlarged.

The Coast Guard on the Seven Seas

Part of the Navy during wartime, the service is now seeing action all over the world

SINGAPORE, Reykjavik, Tulagi, Fedala. These are a few of the ports where Coast Guardsmen have been during the past year. But the general impression that the Coast Guard has the one job of guarding America's continental coasts has been so widespread that, more likely than not, when the news of these overseas actions comes in, the surprised reader wants to know what the Coast Guard is doing so far from home.

The answer is that it is now doing what it has always done in time of war or national emergency—it has become part of the Navy and is helping it as best it can. "We are proud to be part of the Navy in this war," says Vice Admiral R. R. Waesche, commandant of the Coast Guard, "and eager to do well the tasks assigned us."

In the last war, the Coast Guard suffered the greatest proportionate loss of life among the commissioned personnel of the various Services when 3.14 percent of its officers were killed. Considering all officers and enlisted men, the percentage of battle losses in the Coast Guard was 1.74 percent in comparison with that of 1.42 percent in the Army. In addition, the Coast Guard suffered the second greatest single loss when the cutter *Tampa* was sunk with all hands. It fought the war hard. Although it had only 128 line officers at the outbreak of war, 24 commanded combatant ships of the Navy operating in European waters, 5 commanded combatant ships assigned to the Caribbean, and 23 commanded combatant ships attached to the Naval Districts. Five Coast Guard officers

commanded large training camps while six were assigned to aviation duty, two of them being in command of important air stations, of which one was in France.

IN THIS war the Coast Guard has more than carried on its fighting traditions. Already three vessels have been lost by enemy action. The cutter *Alexander Hamilton* was torpedoed off Iceland, the *Acacia* was sunk in the Caribbean and the *Muskeget* disappeared without a trace somewhere in the North Atlantic. Perhaps the reason that the Coast Guard is now fighting in so many distant corners of the globe is that, although it has always fought side by side with the Navy, the United States has never before engaged in a war of such wide scope.

A number of Navy troop transports are now completely Coast Guard manned and officered. One of these is the *Wakefield*, which was damaged by bombs near Singapore and later swept by fire in the Atlantic. There are others—others who have landed men in the South Pacific atolls in one ocean and on the Moroccan shores of another. For the Coast Guard, too, is growing in leaps and bounds, so that it can be better able to carry out its missions. Its growth has been so rapid that, before the close of voluntary enlistments, as many men were being shipped in 1 month as were enrolled in the whole Service less than 2 years earlier.

A SKILL that has stood the Coast Guard in good stead is its proficiency with small boats, backed by its faith in the old motto that guides the Coast Guardsmen manning all the surf stations. "You have to go out, but you don't have to come back." Their experience and habit of courage fit them for one of the latest war time assignments given our Coast Guard—

the manning of many of the landing barges that land our soldiers and marines on hostile beaches. Transports under the jurisdiction of other branches of the service often have Coast Guardsmen as coxwains and crews on their landing barges.

Their usefulness is not restricted to landing operations alone. Recently Technical Sergeant Hurlburt, a Marine Combat correspondent, wrote: "There is not a marine in the Solomon Islands who will not pay tribute to the gallantry of the Navy and Coast Guard units that took part in the attack. During the torpedo bombing that occurred Saturday morning, August 8, Navy and Coast Guard gunners manipulated their pieces with devastating effect, scoring hit after hit on the low flying Nipponese. Few, if any, of the bombers lived to report back to Tokyo."

A LL the larger Coast Guard cutters of the 327 foot class are now assigned to trans-Atlantic or Pacific escort operations. These seaworthy vessels are especially useful in heavy

weather when taking on a tow or on long convoy routes, when destroyers and corvettes may become unable to patrol their stations because of lack of fuel. The smaller seagoing cutters of the 165 and 125 foot classes are all engaged with the Navy on coastal and anti-submarine patrol. Coast Guard aircraft, together with Navy and Army planes, are helping cover our offshore convoy routes. Although the aviation branch of the Service is limited, with just enough pilots to man them, it is an integral unit of the Service. This little band of Coast Guard aviators earned five Distinguished Flying Crosses before the outbreak of hostilities.

While the Greenland and Alaska patrols no longer function as such, Coast Guardsmen and their vessels still operate in those areas. In fact, the present Commander of the Greenland patrol was in command of the *Northland* when she made the first Naval capture of the war in this hemisphere when she seized a vessel off the shores of Greenland and destroyed the pro-Nazi radio station it had estab-



—Official Coast Guard photograph.

Now the Coast Guard finds itself on frozen Greenland shores—and in Africa too.



—Official U. S. Navy photograph.

Once stately yachts, now they serve as "Corsairs."

lished. The Bering Sea, likewise, still has sleek Coast Guard hulls slicing through its murky waters. Now, however, they have more to do than protect the seals against the Japanese poachers that formerly infested that area.

THE historical origins of the present Coast Guard date back to Alexander Hamilton's Tariff Act of 1790, establishing a Revenue Cutter Service. The United States was then a young country, financially insolvent, and without a Navy; she needed the protection against pirates and other marauders as well as the increased national revenue that would result from the establishment of such a service.

Mr. Hamilton had a difficult time having his legislation approved, but all went well, and the building of 10 vessels was authorized. Hamilton assigned the 10 boats: "2 for the coasts of Massachusetts and New Hampshire; 1 for Long Island Sound; 1 for New York; 1 for the Bay of Delaware; 2 for the Chesapeake (these, of course, to ply along the neighboring coasts); 1 for North Carolina; 1 for South Carolina; and 1 for Georgia." These boats were each to be manned by "1 master,

not more than 3 mates, 4 mariners, and 2 boys." The masters received \$30 a month, first mates \$20, second mates \$16, third mates \$14, mariners \$8, and boys \$4.

From that time on the Coast Guard has remained under the Treasury Department, performing its regular duties, except for the periods during the quasi-war with France of 1798-1801, the War of 1812, the Spanish-American War, the World War, and special instances, when various vessels and men of the service were detached for specific tasks.

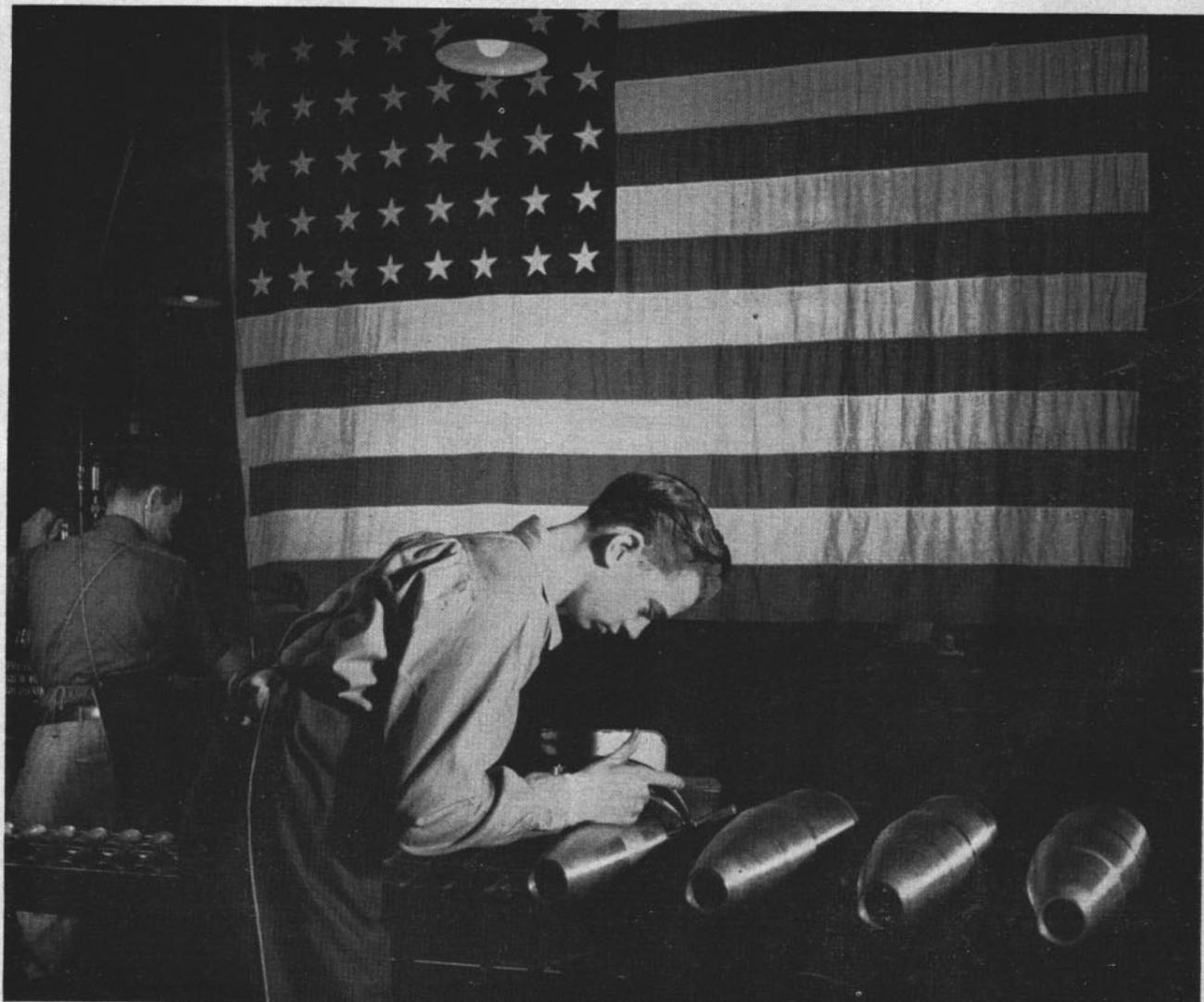
ANOTHER example occurred when the whaling fleet was frozen in the arctic ice near Point Barrow, Alaska, in November 1897. President McKinley assigned their relief to the Revenue Cutter Service of the Secretary of the Treasury, Lyman Gage. Mr. Gage ordered the *Bear*, commanded by Capt. Francis Tuttle, to be immediately refitted and dispatched north. After many trials, Captain Tuttle eventually succeeded in landing the overland relief expedition at Cape Vancouver, although his ship had just returned from its summer cruise to Point Barrow, where it barely escaped becoming ice-bound.

THE Coast Guard takes pride in itself. But it takes an even greater pride in the tasks that have been given it and that it has accomplished. No matter whether it is peace or war, or whether the job is to sink a submarine, or land a force on a beachhead, it has done the job silently and efficiently. It has not asked for awards and has made few recommendations. Of the hundreds of decorations that have so far been awarded in the Naval service, five have gone to the Coast Guard. Sailors in peacetime, they are ready for war. There is a custom of courage and fortitude.

Typical of their spirit is the story revealed in the following extract of a letter from Lt. Comdr. D. H. Dexter, United States Coast Guard, to the parents of young Douglas Munro, signalman first class, who was under his command in the Solomons:

"On Sunday the 27th of September an expedition was sent into an area where trouble was to be expected. Douglas was in charge of the ten boats which took the men down. In the latter part of the afternoon, the situation had not developed as had been anticipated and in order to save the expedition it became necessary to send the boats back to evacuate the expedition. Volunteers were called for and true to the highest traditions of the Coast Guard, and also to traditions with which you had imbued your son, he was among the first to volunteer and was put in charge of the detail. The evacuation was as successful as could be hoped for under fire. But as always happens, the last men to leave the beach are the hardest pressed because they have been acting as the covering agents for the withdrawal of the other men, and your son, knowing this, so placed himself and his boats that he could act as the covering agent for the last men, and by his action and successful maneuvers brought back a far greater number of men than had been even hoped for. He received his wound just as the last men were getting in the boats and clearing the beach. Upon regaining consciousness his only question was, 'Did they get off?' and so died with a smile on his face and the full knowledge that he had successfully accomplished a dangerous mission."

SPECIAL SECTION ★ END OF YEAR



—Office of War Information photograph.

A NEW YEAR'S GREETING FROM THE CHIEF OF NAVAL PERSONNEL

THE New Year finds us well launched upon a tremendous effort to provide the ships and men required to win our way to victory. Ashore and afloat the past year has been one of great achievement for the men of the Navy, Marine Corps, and Coast Guard. Each of you is to be congratulated upon your part in that achievement.

For the men with the fleet it has been a year of great and heroic deeds. For the men ashore it has been a year of hard training and preparation.

In the coming year our accumulated strength and skill will be brought to bear with growing force upon the enemy. In the mounting fury of the war in the months to come we will finally prove that a free America has the strength to defend and maintain its freedom.

To all hands ashore and afloat my heartiest greetings and best wishes for a triumphant New Year.

RANDALL JACOBS,
Rear Admiral, U. S. N.,
The Chief of Naval Personnel.

REPORT TO THE SERVICE FROM HOME

They're Making the Weapons of War

President's concept of 'Arsenal of Democracy'
being realized in staggering totals of cold steel

FRRIENDS and foes of the United States learned during the days and months of 1942 that President Roosevelt's concept of America as the "Arsenal of Democracy" was being realized in cold steel.

In 1942 the United States transformed itself from the world's greatest producer of peacetime goods to a producer of the machines and equipment of war at a rate unequaled by any other nation. At the end of the year the United States was producing shooting equipment at a rate more than four times faster than in November 1941.

The Nation came into 1942—the year of crisis—carrying a substantial war program on top of the greatest volume of civilian production ever attained in one year. But at year's end the civilian economy was getting little more than it needed to support the increasing weight of a prodigious war program.

In 1941 the United States boosted tank production from virtually zero to many hundreds a month, and at the same time produced 3,700,000 electric refrigerators. Some 50,000 machine guns were produced, as were more than 1,500,000 typewriters. Plane production of about 2,000 a month was achieved in the same year that saw production of an all-time high of 5,000,000 motor vehicles, decorated with chrome and stainless steel bright work. Millions of tons of steel went into bedsprings, farm machinery, eggbeaters, washing machines, school buildings, railroad locomotives, and hundreds of other civilian products, and there was enough steel besides to achieve production of 125,000 dead-weight tons of maritime shipping in a single month.

America in 1941 loaded its industry with orders for civilian goods like a trader packing his willing beast of

You of the Navy are entitled to a report on the progress of production in our first year of war.

Today we are making as many combat weapons—tanks, planes, guns, ships—as the entire Axis. Today the United Nations together are turning out twice as many weapons as the enemy.

But we cannot win a war simply by equaling or even outproducing our enemies. We must have a smashing superiority and keep it that way to the end. And we must remember that we cannot win by production alone. Victory will be won on the fields of bloody battle—by *you*, the sailors, marines, and soldiers, the best and bravest fighting men in the world.

The people at home are well aware that the cost of keeping our freedom will be measured not in money, in time, or production, but in American lives. You who are fighting our battles will win more quickly and with less loss of life if the men on the production front give you every possible advantage in combat weapons—if we accept willingly and quickly the changes in our lives that make such production possible. I assure you this fact is fully understood in America.

DONALD M. NELSON,
*Chairman, War
Production Board.*

burden with a tremendous load of produce for a trip to a market thronged with eager buyers—not forgetting to include in the bulging pack a few things he had promised to lend a friend in town.

THEN the shock of Pearl Harbor.

But even so, it wasn't until a month later—January 6, 1942—when the President set production goals which startled the world, that the United States, like a sluggish champion prize fighter, fully realized it couldn't do the job unless it got lean and tough and threw all its strength into the effort.

The Office of Production Management, designed to direct and control a defense production program, was abolished, and on January 16, 1942, the War Production Board was established. Its chairman, Donald M. Nelson, was given supreme authority to assure "maximum production and procurement for war."

As total appropriations for war purposes bounded from 60 billion dollars to 100 billion, 200 billion, and 238 billion, the primary task of converting industry to war production was rushed. The pressure was on, and there was not time to lose. Singapore fell to the Japs and with it went the rubber source of a Nation whose more than 30,000,000 cars and trucks rolled on rubber. With it, too, went the normal source of tin, cobalt, hemp, and other materials.

While Americans fought and fell back and died on Wake Island, Bataan, and Corregidor, Americans at home cried for production. Hitler was massing his power for a death blow at Russia. The Jap was striking toward Australia. The Hun was pounding in the Near East. Many millions of human beings with all but hope beaten out of them prayed in occupied countries and in concentration camps for the roar of American bombers.

THE pressure was on, and there was no time to lose. There was no time to plan a nicely balanced program. There was only time to start produc-

REPORT TO THE SERVICE FROM HOME

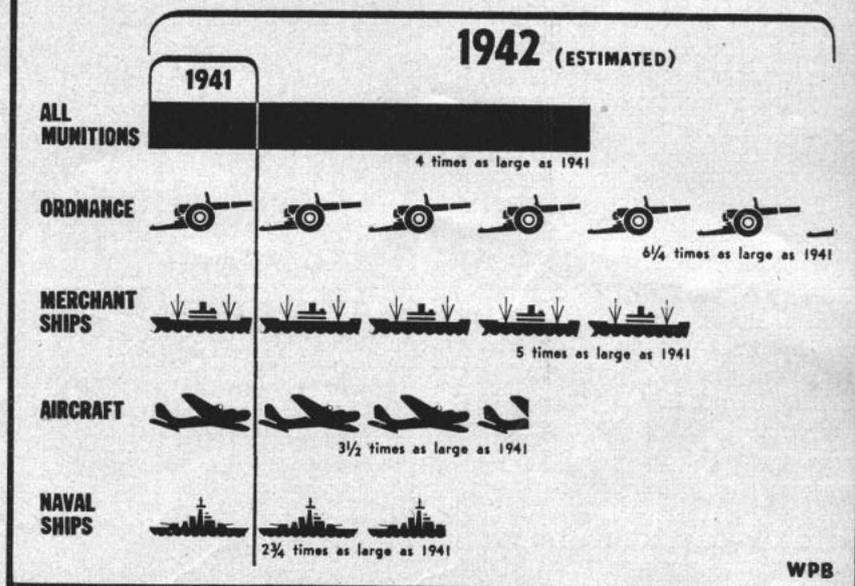
ing—right now, and fast as possible.

In early February the W. P. B. issued an order which loosed the might of America's greatest industry against Hitler: Production of automobiles was stopped, and the industry which had produced 5,000,000 cars and trucks in a year set its manpower and inventive genius to work tooling up for tanks, planes, guns, and other weapons. In quick succession came limitation orders to insure that steel, copper, aluminum, and a score of other materials went into war goods, and that industry went to work producing them. Within a few months the great consumers durable goods industries were virtually shut down, as such, for the duration.

Contracts were fairly shovelled out by the Government procurement agencies. Manufacturers, big and small, some with adaptable facilities and some with hopelessly unneeded facilities, sought war work. There was no time to lose, and contracts went to those who could begin producing soonest with the least addition of new tools. Many manufacturers, especially smaller ones, couldn't get war work. They pleaded for war work. Their facilities weren't suited. Materials,

becoming increasingly scarce, couldn't be spared to them to produce their normal products. Some became "Casualties on home front." There was no time to lose, no materials to waste.

RISE IN MUNITIONS PRODUCTION



HOW AMERICA IS PROVIDING THE TOOLS FOR MEN IN THE SERVICES

WAR OUTPUT—1942

Airplanes.....	49,000
Tanks and self-propelled artillery.....	32,000
Antiaircraft guns (20 mm. and over).....	17,000
Merchant ships (deadweight tons).....	8,200,000

(Figures announced Dec. 7 by the Office of War Information; see INFORMATION BULLETIN, December 1942, p. 13)

WAR FINANCE

(Cumulations are from June 1940)

Authorized war program as of Nov. 30, 1941.....	\$64,000,000,000
Authorized war program as of Nov. 30, 1942.....	238,000,000,000
Expenditures as of Nov. 30, 1941.....	13,800,000,000
Expenditures as of Nov. 30, 1942.....	61,800,000,000
Daily rate of expenditure in November 1941.....	67,000,000
Daily rate of expenditure in November 1942.....	244,500,000

MANPOWER

War workers, December 1941.....	6,900,000
War workers, December 1942.....	17,500,000

The conversion phase unfolded. Manufacturers of women's unmentionables were making mosquito netting; a haircurler producer was making clamps for airplane assemblies, a roller-coaster maker had converted to production of loading hooks and bomber repair platforms, toy trains to bomb fuses, watches to fire-control equipment, typewriters to machine guns, tombstones to armor plate.

Manufacturers who couldn't make a war product separately pooled their resources and took a contract together. Most prime contractors let out subcontracts by the dozen, some by the hundred.

ALTOGETHER, about 70,000 prime contracts and 700,000 subcontracts were let during the year.

Construction was booming. Airfields, cantonments, barracks, ammunition plants, synthetic-rubber plants, housing for war workers—contracts were let and work was rushed throughout the land. The 1942 construction program within the United States totaled some 13 billion dollars, the greatest in history. Deliveries of machinery and equipment added an-

SPECIAL SECTION ★ END OF YEAR

other 3.5 billion. In relation to resources, the program was too big.

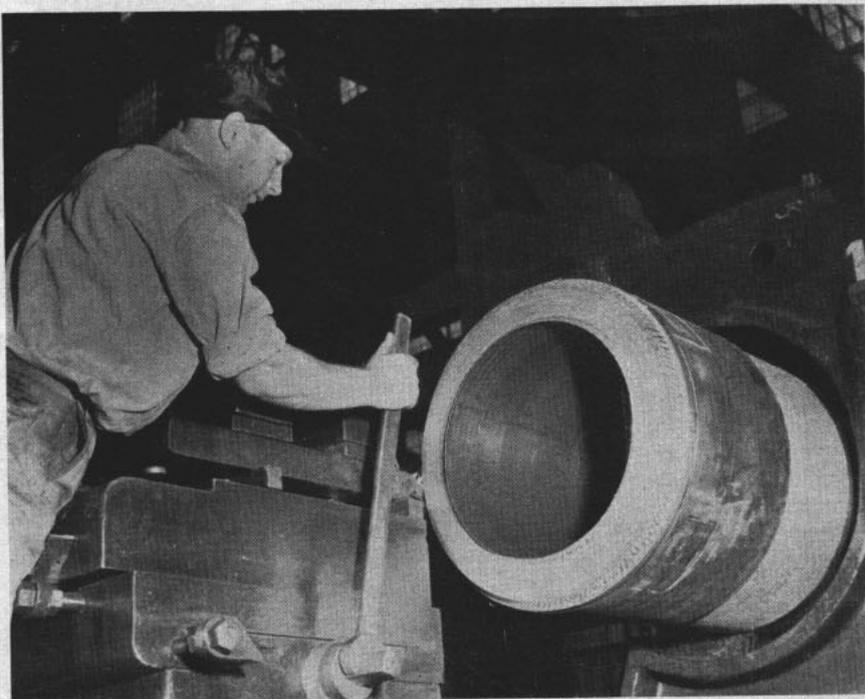
It takes time to build a special purpose plant and get into production. It takes time to ready a peacetime plant for production of war goods. The American people were impatient, and industry responded with one of the most remarkable achievements in history. Hundreds of plants came into production ahead of schedule and they produced faster than schedule. One manufacturer of machine guns, for example, could boast he was 60 percent ahead of schedule.

The production curve climbed steadily. In March the rate of munitions production was twice what it had been in November 1941. By June it was three times greater. The President announced that nearly 4,000 planes were produced in May.

THEN production began to falter, and the answer was, in part, materials shortages and the problems of scheduling that these shortages increased. More steel, copper, and aluminum were being produced than ever before, but not enough. America learned, for example, that it couldn't get all the synthetic rubber it wanted because it takes, among other things, a lot of copper to build a synthetic rubber plant, and some ammunition plants were temporarily shut down and others were running at less than capacity for lack of copper. Steel was short. Aluminum was short. Rubber was short, and silk; and all the good substitutes for them were short.

Conservation measures, already well developed, were intensified. Industry cooperated with government in cutting down industrial waste. •Production for civilian purposes was cut further. Products for civilian and soldier were simplified. Specifications were changed: steel treads instead of rubber treads on tanks, a Victory bicycle model, no 3-inch pipes where a 2-inch pipe would do.

The American people were asked to alleviate the materials situation by getting back into production millions of tons of scrap metal that had accumulated in junk piles, cellars, attics,



—Office of War Information photograph.

Making major caliber guns for the Navy—

and farm yards during the years of unlimited supply when the American habit had been to throw away the old and call for the new. In the early months of the year as many as 45 steel-making furnaces had been shut down for lack of scrap. After July not one was shut down for that reason. Chairman Nelson called upon the newspapers for a whirlwind scrap collection campaign, and the newspapers and their readers came through. Before snow flew more than 5,000,000 additional tons of scrap metal were collected, and the mills were assured of enough to see them through the winter.

SCRAP campaigns and other conservation measures alleviated the situation, but the troubles of the ailing production program had to be attacked at their roots. The program had growing pains. It had grown so fast it was out of balance; more contracts had been let for munitions, construction, equipment, transportation, and other military and civilian

items than there was material to fill them.

The first big job had been done, and done well: American industry was in production for war. The W. P. B. went on to the next big job: achieving maximum sustained production by helping to get every plant on an approved schedule within a precisely balanced over-all program. Materials and other resources had to be budgeted and allocated to produce the greatest possible amount of the things needed most by the United Nations at any given time.

The normal laws of supply and demand had long since become inoperative, because there was no ceiling to demand, and the nation's ability to produce, which had never before been tested, was definitely limited. The preference rating system, designed to insure that urgent production got materials ahead of less urgent, bogged down because there were more "urgent" calls than there was material. Rating in the A-1 class progressively became less valuable.

REPORT TO THE SERVICE FROM HOME



—Office of War Information photograph.

—And thousands of tanks for the Army.

The Production Requirements Plan, a big improvement, was set up as a means of allocating materials on the basis of the quarterly needs of the various manufacturers. It proved inadequate principally because it did not compel that the total program would be kept within ability to produce and because it didn't make sure that some components wouldn't be manufactured at the expense of others. The patriotic manufacturer, for example, who boasted his production of machine guns was 60 percent ahead of schedule had unwittingly caused some other manufacturer of an equally important product to be behind schedule. Further, some manufacturers, determined to keep *their* plants on schedule, ordered more materials than they needed before they needed them.

WITH the cooperation and advice of the Armed Services and other government procurement agencies and with management and labor, the War Production Board worked out a new system to control and implement pro-

duction in an economy of scarcity; the Controlled Materials Plan was announced early in November.

Under C. M. P. the War Production Board divides available steel, copper, and aluminum among the government agencies responsible for filling the essential military and civilian needs of the United States and the other United Nations. Each agency, in turn, cuts its programs to fit its share of materials and divides the steel, copper, and aluminum allotted to it among its manufacturers. Thus, each manufacturer is assured of just enough material, when he needs it, to produce precisely what is asked of him. C. M. P. goes into effect gradually until July 1, 1943, when it becomes the only system under which Controlled Materials are allocated.

In the meantime, in spite of some clogged channels and bottlenecks, the rate of production continued to climb until it was more than four times greater than it had been a year before.

On the anniversary of Pearl Harbor the American people, their allies and

their enemies were told that 1942 would see production of approximately 49,000 planes, 32,000 tanks, and self-propelled artillery, 17,000 anti-aircraft guns larger than 20 mm., and 8,200,000 deadweight tons of merchant shipping. There was the additional satisfaction that most items—particularly planes—were bigger and more complicated than those contemplated when the goals were set.

Other figures and comparisons help to tell the story of production accomplishments for 1942. In 1941 the United States spent \$13,800,000,000 for defense. In 1942, \$52,500,000,000 was spent for war. In the first World War rate of expenditures hit a peak of about two billion dollars a month. By the end of 1942, the rate exceeded 6 billion dollars a month.

Three and one-half times as many aircraft—bombers, fighters, transports, observation and trainers—were produced in 1942 as in 1941. Production of guns, large and small, and of tanks and ammunition, was six and one-quarter times 1941 production. Naval vessel production was two and three-quarters times and merchant shipping five times.

By the end of the year the monthly rate of the United States military plane production was twice that of Germany's. The United States and the United Kingdom together were producing two and one-half times as many planes as all of Axis Europe combined. United States war production at the end of 1942 was equal to that of all the Axis nations, and the United Nations were out-producing the Axis almost 2 to 1.

American-made weapons, however, compared with what is coming, had a relatively light effect on the fighting fronts of 1942. For one thing, much of war production was for essential nonshooting equipment. Further, much shooting equipment had to be kept in this country to train American soldiers. What equipment was available for the fighting fronts had to be scattered where it was most needed on the various fronts. Finally, much equipment that started to the fronts in 1942 was still on its way

SPECIAL SECTION ★ END OF YEAR



—Office of War Information photograph.

From her raw resources, America is forging her great strength anew.

over thousands of miles of water at the year's end.

But Americans had the satisfaction that they had helped the United Nations take the offensive on some fronts, and in the fact that the big American-made impact against the enemy was still coming.

AS 1942 ended, the United States grimly entered its second year of war. In 1943, the over-all war program would have to be intensified to do a better than 90-billion-dollar war job. Production for war *alone* would have to equal the value of *all* the goods and services produced by the nation in its years of greatest prosperity. It would have to produce two-thirds again as much as in 1942. Attainment of these goals would mean that by the end of 1943, the United States alone would be outproducing the Axis two to one, and with its Allies would be outproducing the Axis three to one.

America was entering the third stage of its production for war. The first stage, begun in mid-1940 when a total of 12 billion dollars was available—appropriations, contract and tonnage authorizations—for all defense purposes, had ended with Pearl Harbor when the total program had reached 64 billions. This was the "curtain raiser," the tooling-up stage. The second stage was represented by the expansion of armed forces and the rate of production achieved in 1942. The third stage, in Chairman Nelson's words, entailed "all-out mobilization and centralized direction" over the economy.

In the third stage every man and every pound of critical materials must count. The war production labor force grew from 6,900,000 in 1941 to 17,500,000 in 1942. At least 5,000,000 more workers would be needed in 1943; no man or woman could be wasted. Faced with filling staggering demands for munitions, food,

clothing, transportation, and communications and all the other things needed on the home fronts of the United Nations and the military fronts of the world, the United States could waste nothing that could be used to make the enemy weaker and the United Nations stronger.

National mileage rationing had dramatized the fact that the tires owned by Americans were to be regarded as part of the Nation's resources and not as playthings each individual could use or abuse as he saw fit. In a nation where almost every adult could afford a new suit of clothes, patches in the seats of pants were going to become popular. In a nation where extravagant cooking and eating habits had been a matter of fact, almost a matter of pride, there was going to be enough food to keep the people strong and healthy but not so much that those who wasted their shares would get fat or stay fat.

Rationing Looms Still Larger

After one year of war, the United States finds itself today with rationing of several everyday items already in effect and official promises that rationing will be extended to many other articles in the near future.

Now being printed, for general distribution early this year, is the Nation's first all-purpose ration book—one which can be used for several different rationing programs. These books will be used for parceling out of coffee, meat, and other products of which there is not a sufficient supply to meet civilian demands.

The three ration books already in the hands of the public—for sugar, fuel oil, and gasoline—are for only one item each, although the sugar book has been pressed into service for temporary rationing of coffee. That was only a temporary expedient, to care for the situation until the all-purpose book is distributed.

A system of point rationing for re-

This year-end size-up of the rationing situation was prepared by United Press and made available to the INFORMATION BULLETIN especially for this Report to the Service.

lated groups of commodities probably will be established in the forthcoming all-purpose book.

The point rationing system long has been in use in England. Under it, a consumer is allowed a certain number of coupons with which to secure a particular group of related commodities during a specified period. He may use the coupons for these items in any proportion he chooses, "spending" most of them for one particular item or spreading them over the entire group.

In addition to seeing extension of rationing, 1943 probably will see in-

creased simplification and standardization of civilian goods. Such a policy will enable civilians to get the most out of the limited supplies available to them.

Furthermore, the Nation can expect an increasing number of "victory" or utility models of everything, ranging from canned grapefruit to men's work overalls. O. P. A. is working with retailers now "to cut out the frills and pare off the fats"—to eliminate nonessential services and inducements built up in peacetime to lure customers.

And, of course, hundreds of luxury items already have or soon will disappear, insofar as civilian consumers are concerned. Production of most electrical gadgets was halted months ago. Rubber goods almost are extinct. What silk and nylon is available is going into war materials. And only the most essential metal articles still are available to civilians.



—Office of War Information photographs.

Tires were first to be rationed . . . now it is foodstuffs.



—Office of War Information photograph.

The farmers did their share—bumper crops insure food for the United Nations.

AGRICULTURE

By JOHN GROVER

TOTAL United States farm production records were smashed to smithereens in 1942. It was the biggest farm year in history.

Thanks to ideal weather, a production program prepared well in advance, and the toil and sweat of United States farmers, bumper crops were the rule. It pulled the United Nations out of what could have been a dangerous hole.

Late in 1941, the Department of Agriculture, faced with lend-lease food needs, prepared estimated 1942 goals for United States farmers on a county-by-county basis. After Pearl Harbor, these high goals were revised upward.

The farmers came through. Their '42 output has been called equal to a major victory in the war.

The unprecedented goal of 22,197,000,000 pounds of beef, veal, pork, lamb, and mutton was set. United States herdsmen marketed 22,187,000,000 pounds. They were asked for 3,800,000,000 dozen eggs. Total egg

production was 4,400,000,000 dozen. Milk production jumped from 52,400,000,000 quarts in 1941 to 54,300,000,000.

Vegetable oil crops saved the situation when Jap successes closed the East Indies. Nine million acres of soybeans and 4,100,000 acres of peanuts, double previous acreage, replaced foreign oils.

For 1943 production goals for many products, such as eggs, have been increased. There's been some shift of crop emphasis to meet war needs. The farmers face the composite obstacle of labor shortages, fertilizer shortages, and machinery shortages.

Farmers are asked to concentrate on essential foods next year, to cut out nonessentials like watermelons and cucumbers. Pork production goals are 10 percent higher than the '42 record. An additional 200,000,000 meat chickens are on the 1943 schedule.

Military demands will make for short supplies of canned fruits and vegetables. Increases in acreage of such essentials as carrots, lima beans, snap beans, and onions have been ordered. Vegetable oil crops are again scheduled for increased planting.

Some civilian shortages in dairy

Associated Press experts on the different phases of the Home Front have prepared these compact summaries for the year-end, and the Associated Press has made them available to the INFORMATION BULLETIN especially for this Report to the Service.

REPORT TO THE SERVICE FROM HOME

products are already evident. Rationing may be necessary. Fewer fats will be available to civilians. Bread grains are abundant. Analysts do not expect the nutritional level to fall below the United States 1935-36 average.

The Department of Agriculture is doubtful that the 1942 record production can be matched in the face of known unfavorable factors in 1943, and hence is stressing production of vitally essential farm goods.

THE ARTS

By JOHN SELBY

THE field of the arts in America never has been stronger than in 1942, despite Hitler and the demands of military service. There have been fewer new impulses—no new movement and no new topflight talent emerged, perhaps because war and innovation both are the province of youth. But neither artistically nor commercially has the field lost ground.

In painting and sculpture there literally has been nothing new—even some of the winners of the Metropolitan Museum of Art's Artists for Victory show won on canvases eight years old. And actually the exhibition was assembled to enable the Met to make some purchases, at good fees.

Some important shows of the masters brought to light many canvases stored in America. The Carnegie International was not held, however, and draining off the

stimulus provided by the Federal Art Project was felt acutely in some quarters.

Music proved the hardy perennial. One symphony orchestra was closed out, in Detroit, but another has been born in Baltimore. Commercially the music field has been in better shape than in 1941, and the democratizing influence of the Federal Music Project, seconded by the normal trend toward simplification in wartime, has made important contributions.

Musical pogroms have been happily absent. Italian and German music is being heard in the usual proportions.

No major change in the general balance of the book world has been effected, although much of the energy formerly given to biography and history has been transferred to war books by correspondents and by others.

The two most widely circulated war experience books, W. L. White's *They Were Expendable*, and Robert Trumbull's *The Raft*, each had book club help. And in general the war book output has been a cut above the average in former wars.

BUSINESS

By CLAUDE A. JAGGER

THIS Nation, historically preoccupied with invention and manufacture to enhance the comforts of civilian life, has in one short year mastered and excelled in the strange arts of Krupp, Skoda, and Mitsubishi.

American business—workers and bosses—has been or-



—Office of War Information photographs.

Scrap piles became vital—if we were to have things like planes.



—Office of War Information photographs.

The kids are doing their part, replacing older brothers at work and doing neighborhood campaigning.

ganized into a mighty arsenal, and already is turning out more actual combat weapons than the combined Axis nations. It has been a year of the most drastic readjustments in American business history, a year of frantic organization with frequent changes of blueprints, of inevitable uncertainty and confusion, but a year of miraculous results.

It has been a year of change, inconvenience, and some discomfort, but on the whole an actual lifting of average living standards as work and pay rolls have swelled, farmers' income burgeoned. Corporation income before Federal taxes broke all records, but the tax collector took about two-thirds of it. That left net profits still somewhat better than 1939.

But the new year finds mobilization on the home front by no means complete. Millions of additional workers must be found. With half the national production going for war, civilian goods, including foods, are just beginning to grow scarce. More and harder work, fewer comforts, more rigid controls are on the way. Yet Americans will still, in 1943, enjoy the highest general living standards in the world.

EDUCATION

By MARGARET KERNODLE

UNITED STATES education faces the fighting world at the end of 1942 ready to push reading, writing, and arithmetic slightly to one side in favor of military might. Officials are considering a combination of the last year of high school with the first year of college.

Taking inventory, education authorities found that one-third of the college students in this country are 18- and 19-year-old boys and that college enrollment already has dropped 14 percent. Enrollment has fallen off as much as

21 percent in some teacher-training schools, and the Office of Education is surveying the teacher shortage.

Colleges show a trend to accelerate their programs by giving up vacation to increase the year from 36 to 48 weeks. More than 2,000 high schools have started Victory Corps. (See INFORMATION BULLETIN, November, p. 25.) Victory Garden plans laid the foundation for sending high-school students to the aid of farmers in 1943.

Congress voted funds for two national war education programs: \$5,000,000 for student loans, and \$17,500,000 for special war vocation training. Funds were reserved by 279 colleges for 21,000 students at an average of \$190 per student, 44 percent for engineering, 21 percent for medicine, 15 percent for chemistry, 9 percent for dentists, 5½ percent for pharmacists, 4 percent for physicists, and 2 percent for veterinarians.

The vocation training fund for engineering, science, management, or other wartime work was used by 199 colleges giving 5,149 courses for 12 to 16 weeks to 760,000 students.

Newest programs prepared by the War Department for distribution by the Office of Education in December were preinduction courses for study in electricity needed for 150 Army jobs, shopwork for 188 Army jobs, machine instruction for 226, and radio for 35.

Plans to increase physical fitness in high school and college were started with manuals prepared by the Office of Education, which conducted institutes for educators in the Army service command areas.

To speed up teaching, the Office of Education produced 50 films and conducted a Tuesday radio program for the Victory Corps. The Wartime Commission recommended Federal funds be allotted to supplement State and local funds to prevent teachers leaving their schools for better-paying jobs.

REPORT TO THE SERVICE FROM HOME

LABOR

By JOHN GROVER

THE first war year fused American labor into a production army, hitting the ball with less work disruption than in a decade.

Man-days lost through strikes in all industry in the first eight months of 1942 totaled only 3,156,077, roughly, one-sixth of the days lost in the same period of 1941. All over the country labor was keeping its no-strike pledge. Only .08 of one percent of war production was lost through strikes.

Despite the inroads of military service, more people were at work in 1942 than at any time in U. S. history. Last complete figures (for October) put the total of gainfully employed at 52,400,000.

Unemployment dropped to 1,600,000, a recent record. In the year between October 30, 1941, and October 30, 1942, the number of employed women rose from 12,300,000 to 14,300,000.

Manpower became the No. 1 problem. Labor faced regimentation in 1943 as the demands of war industry and the military increased. Some indication of the trend was the order closing U. S. gold mines to force the miners into the copper diggings. Under newly appointed Manpower Czar Paul V. McNutt a start was made at year-end toward

gearing men and jobs more closely to the war effort.

The War Labor Board made several significant declarations of policy. Mandatory maintenance of membership, in return for a no-strike pledge, became a basic credo. The W. L. B. also cracked down on unions violating the no-strike pledge, in withholding maintenance of membership requirements.

Migration of labor to munitions centers increased. President Roosevelt asked \$1,620,000,000 for housing projects to shelter an estimated 1,600,000 workers shifting to production areas.

Wages remained at high peaks. The 1942 return to wage earners was 70 percent above the 1939 total.

The A. F. L. and C. I. O. came no closer to healing their schism. Privately, leaders in both camps said there was little hope of an accord. John L. Lewis in a bitter speech read Phil Murray, C. I. O. president, out of the United Mine Workers, and then led the U. M. W. out of C. I. O.

Lewis lost prestige politically. In Kentucky, Representative Andrew J. May was elected despite his opposition. The West Virginia political machine that depended on the U. M. W. was soundly walloped.

Restrictive labor legislation was effectively blocked by administration stalwarts in the Senate. It still smoldered, and no analyst would risk a guess what augmented conservative elements in the '43 Congress would do.



—Office of War Information photographs.
Women went into industry . . . and the tin can began leaving the home, too.

SPECIAL SECTION ★ END OF YEAR

SCIENCE

By H. W. BLAKESLEE

AN ACE-IN-THE-HOLE discovery of 1942 was a new form of the synthetic rubber neoprene, which makes tires as good as natural rubber without requiring any natural rubber to be added. This is the first time in all rubber history such a synthetic has appeared.

A synthetic rubber for raincoats was made from the safety glass plastic, promising to save about 60,000 tons of natural rubber annually.

Ragweed and peanut oils were developed to replace shortages. Tapioca was made from midwestern sorghum. Glass fiberboards substituted for cork. Lily-of-the-valley leaves became a source of digitalis. Menthol was produced from coal tars for another shortage. Vanadium was found in phosphate rock and alcohol made by solvents instead of by distillation. Steel was hardened with boron, new cutting and quenching oils were found, radio waves improved tin plating, sponge iron was developed to replace scrap for steel making.

A new atomic power instrument, the betatron, was built

to produce 100,000,000-volt electrons and X-rays. Wool was mothproofed.

A. L. Herrera, Mexico City biologist, reported that mixtures of formaldehyde, ammonia, sulfur, and cyanogen produced 6,000 microscopic forms which showed signs of being alive, a possible clue to the origin of life.

Nutrition, notably egg white and vitamins, gave promising results in cancer. Stilbestrol, the female sex hormone, relieved male prostatic cancer. Artificial fever and X-rays combined aided cancer.

There were explosive anesthetic from the U. S. Bureau of Mines, d'coumarin to prevent blood clots, a fibrinogen spray to stop surface bleeding, a locator for bits of metal in living tissues, plastic bandages for wounds, sulfadiazine for burns, a refrigeration ambulance for men with leg and arm wounds, albumen to replace plasma for transfusion, sulfapyrazine, a new sulfa drug—and a new dye to show whether a cold is allergic.

B-1 was found useful for some types of mental disorder, C for hay fever, and C and B-1 for hot weather, A for high blood pressure, K for aid in inhibiting tooth decay.

Astronomical studies indicated that clouds of dust and gas in interstellar space are condensing into stars.

SUMMARY OF SPORTS—THE 1942 WINNERS

1943 BOWL GAME TEAMS

Rose, Bowl, Pasadena, Calif.—Georgia vs. U. C. L. A.
Sugar Bowl, New Orleans.—Tulsa vs. Tennessee.
Cotton Bowl, Dallas, Tex.—Georgia Tech vs. Texas.
Orange Bowl, Miami, Fla.—Boston College vs. Alabama.
Sun Bowl, El Paso, Tex.—Hardin-Simmons vs. 2d Air Force, Spokane, Wash.

FOOTBALL

College

Big 10—Ohio State.
Southeastern—Georgia.
Southwestern—Texas.
Southern—William and Mary.
Missouri Valley—Tulsa.
Big 7—Utah and Colorado.
Big 6—Missouri.
Ivy—Pennsylvania.
Pacific Coast—U. C. L. A.

Professional

East—Washington Redskins.
West—Chicago Bears.
World—Washington Redskins.

BASEBALL

National—St. Louis Cardinals.
American—New York Yankees.
World—St. Louis Cardinals.
All-Star Game—American League.

TENNIS

National Amateur—Ted Schroeder, Jr.
Women's—Pauline Betz.
Men's Doubles—Lt. Gardner Mulloy and Billy Talbert.

These sports winners are listed for a Service that may have been too busy to keep up with the sports events as they occurred through the year, but is still interested in how its favorites came out. The material was made available by the Associated Press and United Press.

Women's Doubles—Louise Brough and Margaret Osborne.
Mixed Doubles—Louise Brough and Ted Schroeder, Jr.

BASKETBALL

Eastern League—Dartmouth.
Southern Conference—Duke.
Southeastern Conference—Kentucky.
Southwestern Conference—Rice and Arkansas.
Big Six—Oklahoma and Creighton.
Big Ten—Illinois.
Rocky Mountain—Colorado.
Pacific Coast—Stanford, southern division; Oregon State, northern division.
Stanford won the play-off, 2 out of 3.
New England—Rhode Island State.
Border Conference—West Texas State.
A. A. U.—Denver Safeways.
N. C. A. A.—Stanford.
N. Y. Invitation—West Virginia.
N. Y. Golden Jubilee—20th Century-Fox.

HORSE RACING

Kentucky Derby—Shut Out.
Preakness—Alsab.

BOXING

Heavyweight—Sgt. Joe Louis, Army.
Light heavyweight—Gus Lesnevich, Coast Guard.
Middleweight—Tony Zale, Navy.
Welterweight—Freddie Cochrane, Navy.
Lightweight—Vacant.
Featherweight—Willie Pep, Hartford, Conn., recognized by New York commission; Jackie Wilson, Pittsburgh, recognized by National Boxing Association.
Bantamweight—Mannuel Ortiz, El Centro, Calif., recognized by the National Boxing Association; Lou Salica, New York, recognized by the New York commission.
Flyweight—Lack of competition in this division during the past three years leaves this title, which was split three ways in 1939, virtually vacant.

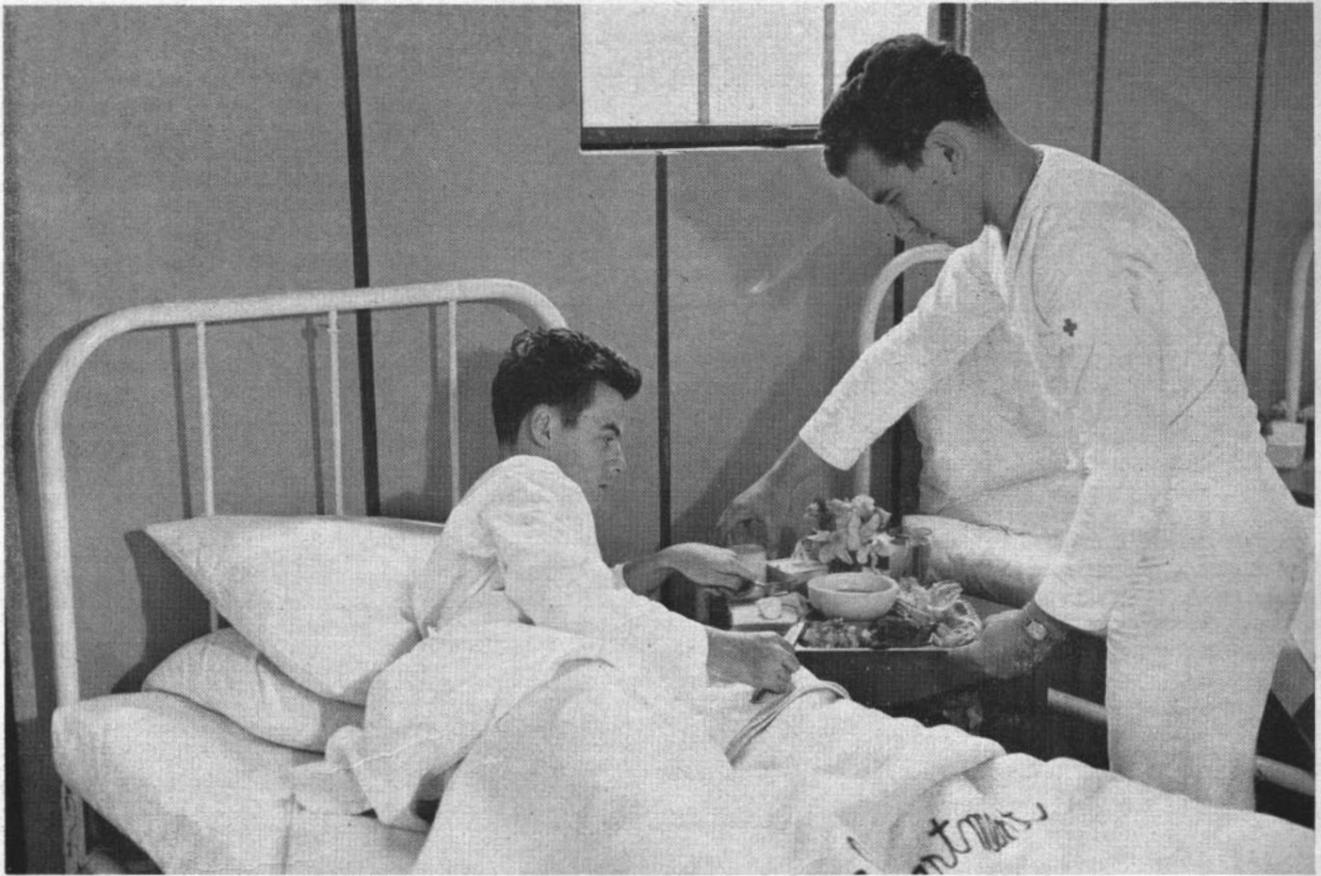
GOLF

Vardon Trophy—Ben Hogan.
Los Angeles Open—Ben Hogan.
North and South Open—Ben Hogan.
Asheville Open—Ben Hogan.
Rochester Open—Ben Hogan.
Hale American—Ben Hogan.
Augusta Master's—Byron Nelson.
P. G. A.—Sam Snead and Wilford Wehrle.
Miami Open—Jug McSpaden.

(Frozen for duration)

National Amateur—Marvin (Bud) Ward.
Women's Amateur—Mrs. Betty Hicks Newell.
Public Links—William M. Welch, Jr.

REPORT TO THE SERVICE FROM HOME



—Official U. S. Navy photograph.

Quick, expert care in mobile hospitals is greatly reducing casualty mortality.

Pacific Area Mortality Rate Low

Among first 1,000 wounded evacuated from Solomons, figure is only 1 percent

AMONG the first 1,000 wounded men evacuated from the Solomons to mobile hospitals in the South Pacific, the mortality rate was only 1 percent compared with a normal expectancy of at least 5 percent, Rear Admiral Ross T. McIntire, Surgeon General, has announced.

And as a result of an inspection trip in the South and Southwest Pacific, Rear Admiral William Chambers (MC), USN, has just reported to the Surgeon General that "from a medical standpoint, the situation is definitely encouraging." He gave the major share of the credit for the low mortality rate to speedy evacuation of the wounded to fully-staffed, well-

equipped hospitals, sulfa drugs, blood plasma, tetanus toxoid, and, far from least, the efficiency and fortitude of doctors, and hospital corpsmen.

His report provided authoritative reassurance that the wounded and sick are receiving first-rate medical and hospital care and that no bet is being overlooked to keep the healthy remaining that way.

Medical Officer of the Fourteenth Naval District and inspector of medical department activities in the South and Southwest Pacific, Admiral Chambers spent 36 days out of Pearl Harbor on his aerial tour, which took him to field dressing stations on Guadalcanal, evacuation hospitals on

islands in the rear, into hospital ship operating rooms, and mobile hospitals below the equator. He flew in ambulance planes, made sick calls, consulted with Navy surgeons, dental officers, nurses and hospital corpsmen.

He found that prompt evacuation of casualties, the use of tetanus toxoid and antitoxin, the sulfa drugs and blood plasma are bringing about fruitful returns in reducing the mortality rate. With regard to evacuation, for example, ambulance planes are shuttling regularly between Guadalcanal and the complete, modernly equipped hospitals situated a few flying hours away. The hospital ship also fits into the system, transporting

patients from these rear zones to mobile hospitals farther south. Thence they may be transferred, by transport ship, to Pearl Harbor or continental United States. It may be only a matter of hours, rather than days, until a Marine hit by a sniper's bullet in the Solomons is undergoing an operation hundreds of miles away amid serene surroundings.

Gas gangrene and tetanus (lock-jaw), common threats in World War I, are rarely encountered. Admiral Chambers saw only one case of the former on Guadalcanal. The rarity of tetanus may be attributed to the Navy's prophylactic toxoid, given to all personnel, and the "booster" dose—or, occasionally, antitoxin—which is administered as a precautionary measure to the wounded.

Ambulance planes have a capacity of eleven stretcher cases and five sitting patients, said Admiral Chambers. One medical officer and one hospital corpsman goes along on each trip. On the day that the Admiral left Guadalcanal, he chose to go by ambulance plane, which served the dual purpose of giving him the opportunity for a first-hand inspection and enabling him to relieve a regularly assigned medical officer of the duty so that his services could be used on the island.

"Illustrating the constant attachment of pharmacist's mates to fighting units, and their application to duty, I discovered that no more than ten or twelve cases are known in which a wound casualty had to apply his own dressing or sulfanilamide powder, which are carried in his first-aid packet," said Admiral Chambers. "Nearly always there is a corpsman at hand to give first aid."

The above was told to him by Capt. Warwick T. Brown, Marine divisional surgeon on Guadalcanal. Admiral Chambers paid tribute to him and to Capt. Joel J. White, commander of an advance hospital in the New Hebrides, together with their staffs, for the work they are doing.

As was anticipated, malaria and dengue are a problem in the Solomons but liberal use of atabrine against the former—more important of the two disablers—is proving effective as a preventive measure, said Admiral Chambers. The incidence of the dysentery infections is encouragingly low, he asserted.

A LETTER OF THANKS

The following letter was received in the Bureau of Naval Personnel:

I am forwarding to you a copy of a most remarkable letter from an enlisted man who was chief signalman with me for 3 years when I had the Battle Force and the Fleet. As you may judge from this letter, I think he is the most outstanding enlisted man from the point of view of culture and intellect that I have ever known. I wish that I were able to write a letter as well expressed and containing such lofty sentiments and ideals as this letter which I have just received.

The letter from the enlisted man was as follows:

I was this date informed of my appointment as a Boatswain. The purpose of this letter is not to express

platitudes of thanks for your good offices in connection with my promotion and impending transfer to sea. Rather, I want to assure you that my appreciation will manifest itself in a performance of duty that will at all times reflect credit on the teachings of those officers under whose orders I served in over 17 consecutive years at sea.

I should like more than anything in the world to stand on a bridge and look up at your flag flying from the main again. Failing that, I shall look up at whoever's flag or pennant is flying on my next ship and mentally resolve to extend the same loyalty, energy, and vigilance, to that command that I endeavored to extend to you and your staff. The spirit of your flag is going to sea with me.

BOND SALE IS GREAT VICTORY

With the Fourteenth Naval District at Pearl Harbor leading the way, Navy personnel answered the challenge to "Help Give the Japs Something to Remember" by purchasing in a single day a total of \$7,416,762.50 worth of war savings bonds on "Pearl Harbor Day," December 7, 1942.

In Pearl Harbor itself, purchasers began swarming to the special booths set up to issue bonds in the early morning hours and, when the final

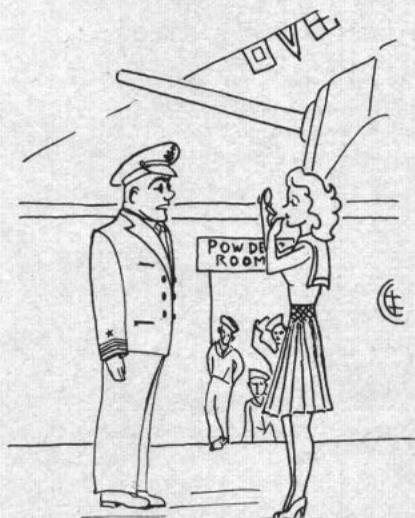
sales were tabulated, they had invested an amazing total of \$2,777,831.25 in bonds—the highest total compiled by any Naval district.

Philadelphia was far ahead among navy yards, with \$1,031,800, while Corpus Christi led naval air stations with \$141,150.

Secretary of the Navy Frank Knox said the "enthusiastic 1-day demonstration" has again given concrete expression of the Navy personnel's determination to contribute in every way possible to the winning of the war, and by letter extended his personal thanks to all hands for an "inspiring example to all of our citizens in this important phase of our war effort."

Pearl Harbor Day sales brought to more than \$96,000,000 the total invested by naval personnel since January 1, 1942, the figures for the month of November revealing a total of \$88,764,914.35 to December 1.

November saw the Efficiency Index for the entire shore establishments rise above the 100 mark for the first time. Three activities—New York Navy Yard, San Diego Naval Air Station, and Indian Head Powder Factory—qualified for the Secretary's flag and two more—Norfolk and Washington Navy Yards—won the first "leg."



—Knots & Fathoms.

"Are you sure that was the Powder Room, Captain?"



—From "How To Serve Your Country in the WAVES or SPARS."

Who salutes first? Answer: the junior—man or woman.

Women and Military Etiquette

Rules established for WAVES and Nurses;
in general, military procedure prevails

WITH everyone concerned about the conflict the advent of the WAVES has raised between the rules of military courtesy and the proprieties of gentlemanly respect for ladies, the following simple formula has been devised as an official solution and approved by cognizant officers of the Bureau:

The rules of military courtesy apply—rank takes precedence. But because military courtesy includes deference to women, and because a senior's wish is an implied command, if a senior male officer indicates he prefers courtesy to women above the

strict military usage, the junior female should act accordingly without any hesitation or embarrassing counter-deference.

Simply stated, the normal military procedure for a WAVE ensign is to stand aside for a male lieutenant, and the senior male officer is acting in a perfectly proper manner if he assumes the privileges of his rank. But if the lieutenant indicates he wishes the ensign to go ahead first, then she is supposed to go without any fuss or feathers.

The question of salutes has also been settled officially by regulations pre-

scribed in Circular Letter No. OP-13-C for WAVES and Navy Nurses alike: in general, the regulations and customs applicable to saluting of and saluting by men in the Naval Service apply for the women. Juniors salute first, whether it be a junior male saluting a WAVE, or a junior WAVE saluting a senior male officer.

But in situations where the WAVES and nurses, being women, would keep their hats on even though men would remove their caps (in the theater, or church, or at mess, for instance) it is presumed that the hat is not being worn as a badge of office, but in con-

formance to civilian rather than military custom—and in such instances the salute will not be given.

The question of whether a senior WAVE should be called "sir," as male officers are called, or whether she should be "ma'am," as some have suggested, has likewise been resolved in a simple manner. If the officer is being addressed by name, it would be "Miss" (or "Mrs.") Jones, following the Naval usage of addressing all officers of rank of lieutenant commander and under by that form. If the officer is not being addressed by name, simply use the rank: "Aye, aye, lieutenant," or "Good morning, lieutenant." The usage thus follows the Marine Corps and Army custom.

For written address, the rank is used for members of the Women's Reserve in the same manner as for other members of the Naval Service.

Addressing an enlisted WAVE follows the same procedure as for enlisted men—last name only. Use of "Miss" would be confused with the usage for WAVE officers.

One further problem which has arisen is the question of WAVE officers attending social functions with enlisted men or enlisted women attending with male officers. The custom of the Service requires great circumspection in social relationships in order to avoid any compromising of their relative military positions. However, the commanding officer of the WAVES has ruled that officers and enlisted personnel of opposite sexes may attend social functions together so long as they conduct themselves in accordance with the general rules of conduct applicable to ladies and gentlemen in any social or nonmilitary situation.

The general policy regarding military courtesy toward and by WAVES has been established on the basis that the Navy has absolutely no intention of "defeminizing" the women in the Service and wants them to be treated with as much special courtesy as may be consistent with military practice and necessity. Military organization efficiency requires observance of the regulations concerning precedence of rank, but in any individual instance the judgment of the senior officer concerned will govern whether or not he may relax the rule.

Unsalable Lumber To Be Donated for Fuel

Because of critical shortages in both lumber and fuel, scrap lumber should be burned only as a last resort, Naval activities have been informed.

All quantities of scrap lumber on hand or anticipated accumulations should be reported to the Bureau of Supplies and Accounts along with recommendations for disposition. No survey is necessary.

If any of the material—according to past experience—is not suitable for sale, and has no apparent value except for giving away as fuel, reasons and recommendations for disposition should be outlined.

If it is felt that the scrap lumber should be given away rather than sold, the report should indicate the following:

(1) That local, civic, or welfare organizations have been contacted and those organizations can or cannot use the material. The organizations contacted should be listed.

(2) If no welfare or civic organization can use the material, it should be offered directly to needy individuals who have indicated they would like such material.

(3) A card file or list of such individuals should be maintained, and an effort should be made to rotate such a list as much as possible.

References on the subject of scrap lumber include BuS&A circ. letr.

L11-3(17) (SSD), L11-4, EN9/A2-2, dated Sept. 8, 1942 (Negotiated Sales Contracts) and Sec. Navy letr. JAG:P:GAB:amp, SO S S 33, dated August 18, 1942, to BuS&A.

Naval Personnel May Take Courses for Credit

Officers and enlisted men of the Navy in shore establishments will be able to take high-school and college courses by mail, as the result of a co-operative agreement reached between the War and Navy Departments, whereby the facilities of the recently established Army Institute will be made available to all members of the naval forces.

These courses, which carry credit at the college level, in some instances, will supplement, but not replace, the regular Navy training courses, according to officers in charge of the War Education Program, who operate under the Director of Training, Bureau of Naval Personnel.

The subjects available to personnel will be largely nonmilitary in character and will vary from station to station, depending upon the needs of each establishment. Courses in mathematics, navigation, radio, or the language of the country in which an outlying station may be located, have been found to be particularly in demand.



—The Chaser.



—Official U. S. Navy photograph.

Shore liberty is a great thing—if it isn't overdone.

A Captain Speaks on Shore Liberty

Enlisted men urged to think it over . . .
many reasons why one should return on time

WHEN the history of this fight for freedom is written we can take it for granted that many of our names will not be recorded therein. The history books haven't room for a catalogue of the legions of the unnamed—the myriad John Does and Richard Roes who made the grand, final winning strategy work. But our nation, where the little man can be, and *is* the great man, does not easily forget these nameless heroes. To *it* every mother's son among us is a brave fighting man. On our endurance, our tenacity, our fortitude a great Navy depends, a proud nation pins its hope for victory.

Then let no man jack among us, no matter how humble his post, how seemingly unimportant, think for one moment that he means little in this design for conquest. Let him not

The accompanying article was written by a ship's captain and read over the loudspeaker system just before the men began shore liberty.

soothe his disquiet when he's over-leave by reassuring himself that *his* presence or *his* absence aboard ship can't possibly be of importance. **H**e *does* matter, he *is* important, we all are!

Men, teamwork wins games, and teamwork wins battles. Let one man fumble the ball or foul up his job and a game is lost, a battle decided. Is it not important then to have men we can depend on? To have men who realize we're not playing for marbles, men we can trust when the chips are

down and the ship is fighting for its life? Unless *you* personally are permeated with the idea of your own value as a part of the ship, an indispensable part, we may as well allow Tojo to dictate peace from the White House.

THE Navy trusts us. It trusts us so much that when we drop the hook near a liberty port it sends boatloads ashore to relax and enjoy themselves; sends as many as is possible these grim days of war. Now liberty is a privilege, granted on proved reliability, and the man who flouts that privilege shows that the confidence was misplaced—shows he *can't* be trusted! For when he salutes the colors on leaving the ship he *contracts* to live up to the trust his ship puts in him. He promises to return *at the time* designated. If he

fails that trust, what guarantee is there that in the heat of battle, when he as a valued cog in the machinery is so vital, what assurance have we that he will live up to the trust his ship reposes in him? When he rages inwardly and curses outwardly at the seemingly stiff sentence meted out by a just judge for overleave, he again shows he has failed to be conscious of how vital a part of the team he is, how our ship *must* depend on him, no matter how unimportant he may *think* he is. Again the man overleave *must* be punished, and he will be punished severely, because it is vitally necessary for his shipmates to realize the gravity of the offense.

Not a man of us but treasures those precious words "leave" and "liberty." The chance for recreation, renewed friendship for some and romance for others, the sight of our home town, the warmth of our (be it ever so humble) home, who does not welcome these? Not a man of us but would stop the hands of the clock clicking off the cherished minutes of our liberty or leave. And when the dreaded hour draws near the deadline, parting (Shakespeare notwithstanding) is not such sweet sorrow. We *all* of us leave with a dull ache in the heart, a lump in our throat. But we *leave*—that is, if we have guts. Only he stays who can't take it—the chap who simply has *got* to linger for one more hour, even though that hour ruins a good record; who *must* stay for one more beer, even though that beer kills his chance for advancement; who simply *must* have one more dance with the beloved, even though that dance sets him back a hundred dollars of hard-earned pay, and set back that wedding date he dreamed about. A dumb swap, I call it; what do *you* think?

YES, enjoy the days of liberty. The Navy knows a good liberty means a good fighting man, a good sailor when the sea is raw and rough and tough. But get back to the ship when you should, knowing you are trusted. Into our hands the folks back home have put their lives, their fortunes, and their sacred honor. Into our hands they have put the best ships, the best guns, and best equipment they have. They buy bonds, work twenty-four hours a day, give up holidays and deny us nothing. We are

the best paid, the best fed, the best clothed fighting men the world over. Deny, *if you can*, that through compulsory pay increase, allotment, insurance, Navy Relief, and Red Cross, our folks at home—mothers, wives, children, are the best protected of all people against want, suffering, and sickness. Haven't they the absolute right then to demand that we be on the job at our post when we should?

Again why *is* all this done by our countrymen? Simply because they want this war won as quickly and as painlessly as possible. Simply too, because they rely on *us* to win it that way. Let not their reliance be misplaced, their hopes frustrated because *you*, sailor boy, can't be trusted either with liberty or leave, or at your gun, or at your radio, or your shop or the other posts of honor it is yours to serve.

WE are returning to our home port for a few days for navy yard availability, for the replenishment of fuel, supplies, and ammunition. During this time all possible liberty will be granted. The time is not long enough to grant leave. That will have to wait for a lull in the battle, or for a navy yard overhaul period. Enjoy your liberty to the fullest extent—but get back to your ship on time. Remember that when you are overleave you let your country down, you break faith with your ship and with the Navy, and worst of all you do irrevocable harm to your own record. You prejudice your chance of advancement, you lose the confidence of the captain, the executive officer, your head of department, your division officer, and of the petty officers over you. So, Sailor, think it over. Do not be a liberty breaker. Like crime, it does not pay.



—Hiser in the Great Lakes Bulletin.

On Reissuing Orders To Enlisted Personnel

A number of activities receiving enlisted personnel for further transfer to other activities for duty are reissuing orders to them, instead of placing reporting, proceeding, or modifying endorsements on their original orders.

When orders are reissued, previous orders often become lost, or are retained by the reissuing office, so that the final receiving activity is unable to adjust pay accounts, where sea or foreign duty pay, travel allowances, etc., are involved, due to lack of copies of orders for use as vouchers, and in some cases where orders have been reissued several times during transit, it requires many letters and a long delay before adjustments can be made.

It should seldom, if ever, be necessary to reissue orders to enlisted personnel in transit, except where the original orders have been lost and no copies are available.

Sixth Naval District Short of Housing

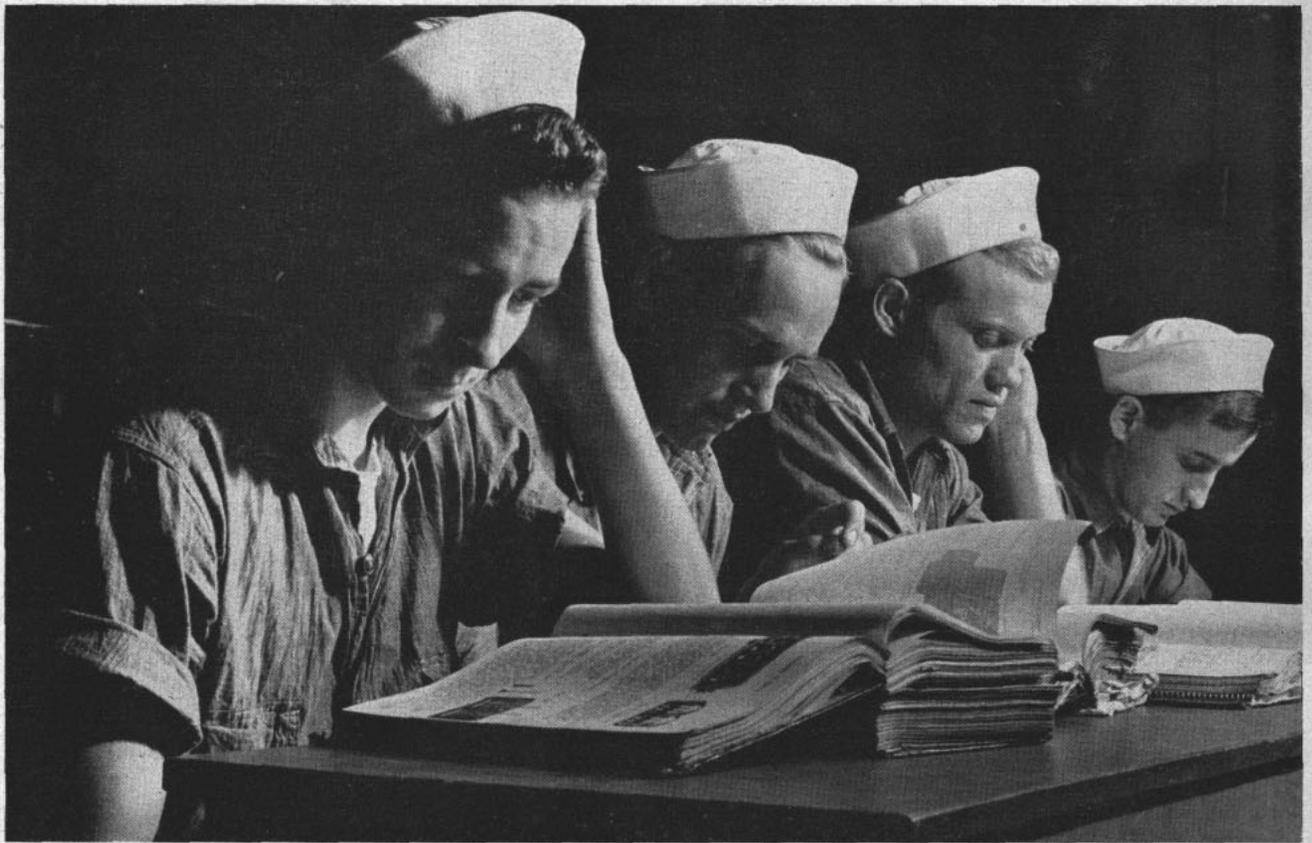
Officers and enlisted personnel under orders to the Sixth Naval District for duty in the defense areas are notified that, due to the tremendous influx of military personnel and defense workers, there exists an acute shortage of minimum family housing facilities.

Accordingly, the Commandant requests and urges all naval personnel being ordered to this district to make certain that housing facilities have been provided for their families before bringing them to this district.

'Yank' To Dedicate Next Issue to Navy

Next special issue of *Yank*, The Army Weekly, will be dedicated to the Army's great partner, the United States Navy, to appear on January 6, 1943.

Like *Yank's* Air Force and Marine issues, the Navy issue will contain news, history, gags, cartoons, and photographs covering the part played by America's seamen in this war. Special posters will be designed for use in Ships Service stores and at the various Naval installations.



—Official U. S. Navy photograph.

Studying (mixed with salt experience) makes the sailor a skilled man.

Studies by the Hundreds of Thousands

The training course works quietly, but copies shipped each month are rising steadily

THE little pamphlet that is called the "Training Course" has moved in so quietly and done its work so unobtrusively that its importance has gone largely unnoticed. Figures on the numbers of copies shipped out, however, tell a dramatic story: The past year the total has mounted steadily until now it is in the hundreds of thousands each month.

The steady increase in these figures is evidence of how the majority of the Navy's enlisted men are seeking to build on their practical experience.

Each course consists of a study book and a progress test and examination book, the latter popularly known as

the PT&E. The study book is issued and reissued to personnel until it is unfit for use, while the PT&E is, for obvious reasons, destroyed after being used once.

The growth of training courses in the Navy has been part of the gradual development of the modern Navy, and has kept pace with its progress.

AT the outbreak of World War I, there was no regular system of prescribed study for the enlisted man. Under war conditions the Navy expanded rapidly and some means for teaching the new bluejacket was direly needed. As a step toward fulfilling

this need for training by teaching, Josephus Daniels, then Secretary of the Navy, issued Order No. 63, which provided for a compulsory school for all enlisted men who had not completed the eighth grade. Here was a real step in the right direction, but it was a long way from today's well planned, well organized system of training.

School aboard a man-of-war was something new and without precedent. Therefore, each commanding officer had to initiate, according to his own concept, some system for teaching the apprentice seaman. No books were available, and there was little

unity of ideas as to where to begin or how to proceed.

Dissatisfaction with the teaching methods on the part of both the enlisted men and the officers in charge was a natural result. Something had to be done if the idea of education was to continue. Consequently, in 1918 Mr. Daniels requested Mr. L. R. Alderman to make recommendations for a system of training for enlisted men. The result of Mr. Alderman's studies and investigations was the installation, in 1920, of The Voluntary Navy Educational System, which replaced Order No. 63. However, there still were no available study texts for putting the Education System into practice.

In 1921 Messrs. C. N. Smith and W. R. Rutherford were requested to gather material for a series of training courses. The Bluejacket's Manual was about all the Navy material that was available and recourse had

to be made to civilian sources of information. These two men visited many American institutions of higher learning and the leading correspondence schools in an endeavor to obtain lesson texts that would be satisfactory for use in a Navy training program. The correspondence method of teaching offered the best solution to the problem. On this basis, Messrs. Smith and Rutherford compiled several courses for different ratings, each course consisting of a number of separate but related pamphlets.

It was not until late in 1922 that a course was written specifically for Navy consumption, when Lt. J. L. King wrote a course on refrigeration. This course, like its predecessors, consisted of a series of several thin study pamphlets, but it was the first truly 100-percent Navy course, written from a Navy standpoint. More courses of this type followed until a fairly large portion of the ratings were covered by training courses. Many of these new texts were strictly syllabus texts, that is, the information was given only by references to other books. The system of testing on each ship was left to the judgment of the officer in charge of training and there was no fixed system for giving or for grading the tests.

In 1926 a survey of the training system aboard ship was instigated to determine the efficiency of the existing system. The investigation showed that a tremendous storage space was required for the large variety of texts, and that a librarian was necessary to keep the texts properly filed. In fact, a rather chaotic state of affairs existed in nearly every instance. As a result of the tour of inspection, it was recommended (1) that the small lesson pamphlets be discontinued, and (2) that a new type of pamphlet be prepared, each pamphlet to contain a complete course of study for a particular rating. This was a radical idea and it ran into strong opposition. The pros and the cons of this radical idea were notly debated for several years. That the idea was sound, however, was finally proved in 1929 when the present type of study course came into existence.

Progressive changes in the methods for preparing and presenting the courses have occurred since 1929 but the basic method evolved at that time has continued. Now, when the need

arises for a training course in a certain rating, the qualifications for that rating are first set forth in complete detail in the Bureau of Personnel Manual. These qualifications are then sent to the officer, the Navy school, or the civilian organization best informed on the subject under consideration. Thus, the original manuscript for the course is prepared under expert guidance. This manuscript is returned to the proper technical division for criticism and correction, is carefully edited for grammatical construction by a competent officer and is finally printed by the Government Printing Office.

Today, the boot has every opportunity to study a course that is equal to any he could obtain in civil life. The material is authoritative and correct, and is presented in an understandable and easy flowing style. There are instructional questions in each lesson, by means of which the bluejacket may test his own knowledge of the subject before he is required to take an examination for grading purposes.

And the result is that he gets a higher rate as the result of studying a little pamphlet, and the Navy gets a better-trained man. With more than 800,000 copies of the pamphlet shipped out in one month, the difference that makes is, stating it conservatively, quite appreciative.

New Instructions Issued for Courses

A new edition of the Yearbook of Enlisted Training (1941) has been issued as Instructions for Enlisted Training, edition of 1943 and is being mailed to all ships and stations along with a supply of new order forms, BNP 676, to be used in requesting copies of training courses for enlisted men. It is stressed by the Officer-in-Charge of Enlisted Training Courses that all orders should show in full the address to which the courses are to be sent.

Use of forms previously known as N. Nav. 134, and recently renumbered BNP 671, for keeping records of enlisted men while taking the courses, has been suspended for the duration of the war for all courses except Diesel engines, since the same form is contained in the "Progress Test and Examination" pamphlet for every course with the exception of Diesel. Official notification is expected to appear in the January 1, 1943, Navy Department Semimonthly Bulletin.

Rear Admiral McIntire Starts Second Term

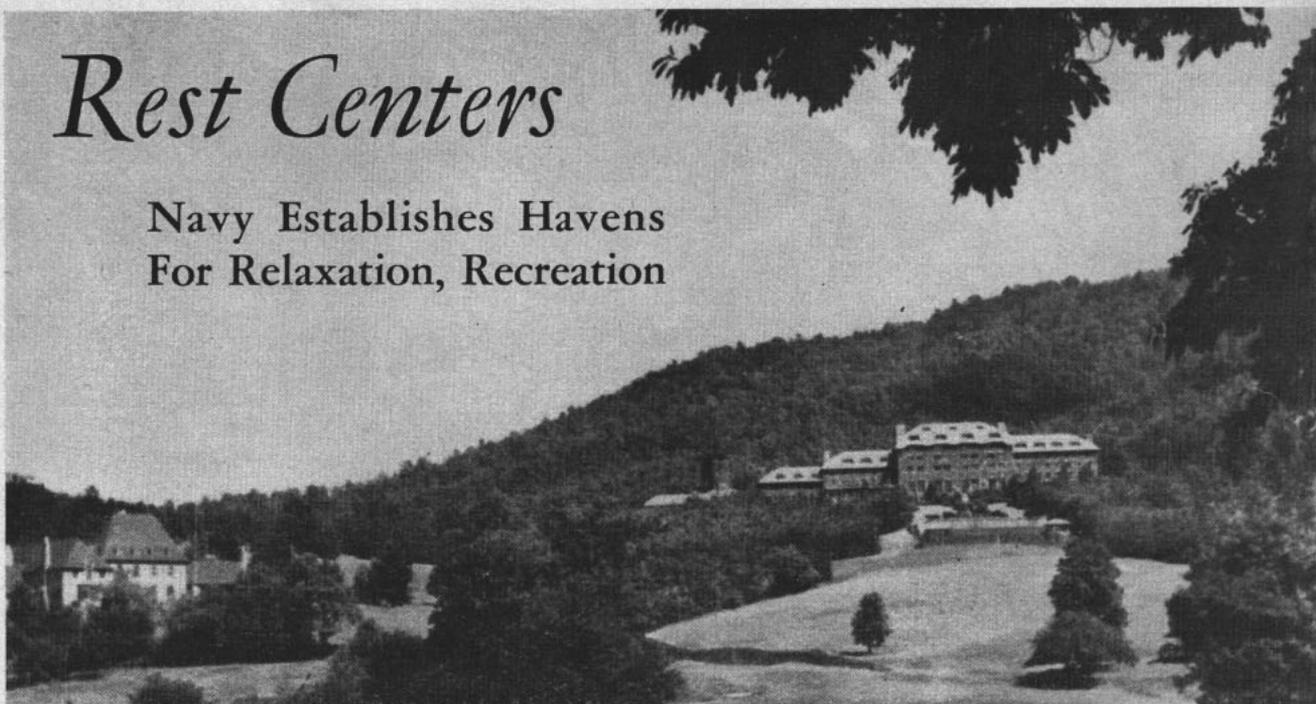
Rear Admiral Ross T. McIntire (MC), USN, has been sworn in as Chief of the Bureau of Medicine and Surgery for a second term of four years.

The oath was administered by Rear Admiral Walter Browne Woodson, Judge Advocate General of the Navy, in the presence of Secretary of the Navy Frank Knox and Admiral Ernest J. King, Commander in Chief of the U. S. Fleet.

Rear Admiral McIntire was first appointed Chief of the Bureau of Medicine and Surgery and Surgeon General of the Navy on December 1, 1938. In addition to his Navy duties, he has served for several years as personal physician to President Roosevelt.

Rest Centers

Navy Establishes Havens For Relaxation, Recreation



This is the view at Grove Park Inn, Asheville, N. C., one of the new Naval rest centers.

THREE establishments for the rest, relaxation, and recreation of Navy men who have been serving at sea or on outlying bases were opened last month in the Eastern United States by the Welfare Division of the Bureau of Naval Personnel.

The facilities are known officially as United States naval rest centers and are not convalescent units or naval hospitals. They are located at Pocono Manor Inn, Pocono Manor, Pa., College Arms Hotel, De Land, Fla., and Grove Park Inn, Asheville, N. C.

Established as the result of a move which began in the spring of 1942 when it became apparent that personnel at sea and in foreign stations were suffering from the strenuous duties required of them, the rest centers provide varied recreational facilities in addition to sports in keeping with the climates where they are situated. All offer golf, tennis, swimming, fishing, and other forms of recreation.

Officers and men found eligible for these rest centers will be ordered to one of the three, on temporary duty, and will not be subjected to loss of quarters or subsistence allowances, to which they might otherwise be entitled. No tips are expected, since other provision has been made for

normal expectations from this source. Individuals should be under no expense other than for laundry and other similar personal incidentals.

In view of the fact that these are rest centers and not convalescent units or naval hospitals, no entry is made in the medical records of naval personnel ordered to them.

Families of naval personnel cannot be received at rest centers since the act of Congress, Public Law 528, establishing the centers, does not provide for families or civilians.

All centers are operated by the regular staffs of the hostelries involved under the supervision of an officer-in-charge. There also is a Navy medical officer at each center.

Officer-in-charge at Pocono Manor is Lt. Comdr. John B. Sutherland, USNR; at College Arms Hotel, Lt. Comdr. Jack A. Mitchell, and at Grove Park Inn, Lt. Comdr. Richard C. Harlow.

Pocono Manor, in the Pocono Mountains overlooking the Delaware Water Gap, can be reached from New York and New Jersey via the Delaware, Lackawanna and Western Railroad, and from Philadelphia and the south by the Pennsylvania Railroad

via the Stroudsburg Division. Capacity is 300 from December 15 to April 15, while an additional 100 can be accommodated during the other months.

Grove Park Inn is located on the edge of the Asheville residential district and has a capacity of 330. Guests at College Arms Hotel, De Land, Fla., can total 260.

Grove Park Inn is designated for use by officers only, while the other two are primarily for enlisted men, although officers may be assigned.

A recommendation that the rest centers be established was made last spring to the Secretary of the Navy by the Bureau of Naval Personnel with the concurrence of the Bureau of Aeronautics, the Bureau of Medicine and Surgery, the Commander in Chief of the United States Fleet, and the Chief of Naval Operations.

The Secretary approved the recommendation; Congress authorized the establishment and appropriated the necessary funds and the Bureau of Personnel conducted surveys to locate suitable properties.

It is expected that additional rest centers will be established in the West at points easily accessible to the West Coast.



—Official U. S. Navy photograph.

Enemy subs put them in the water; our landing boats took them out again.

The Action in North Africa

Eye-witness accounts by returned Naval personnel give vivid picture of operation

FROM eye-witness accounts of American Naval personnel who have returned from the landing operations in French North Africa last November, it is now possible to get a vivid picture of the action which was part of the "greatest Naval operation of its kind in history."

Ensign Robert L. Gray, USNR, was aboard the U. S. Naval Transport *Tasker H. Bliss* when she was torpedoed near Casablanca.

The *Bliss* was anchored several miles off shore when the torpedo struck, Ensign Gray related. All the troops had been landed and he was at

his battle station in the steering-engine room. General quarters had been sounded when the first torpedo had hit the U. S. Naval Transport *Rutledge* a few minutes earlier.

Ensign Gray's account of the action continues:

"The explosion of the torpedo was followed by terrific groaning and squeaking as all the decks and bulkheads sprang in and out in the same way a bed spring does if you jump on it. The *Bliss* listed so fast that before I got up from below the starboard side of the main deck was only about five feet from the water. She hung there

for awhile, but everyone knew that she might capsize at any second.

"Our officers and men, most of whom had come into the Navy from the Merchant Marine, behaved splendidly. The First Lieutenant, although he knew that the ship would turn turtle at any second, deliberately climbed down into the hold five decks below to try to save a man who had been knocked through an open hatch. The Captain stayed aboard until he knew everyone was off. He himself was forced off by fires which were started by the torpedo.

"Fortunately, our cargo landing

boats which had been clustered around the ship, had been ordered off when the first torpedo hit the *Rutledge*. These boats hovered around and picked up our men as they went overboard. After hunting up an empty five-gallon gasoline tin for a wounded man to hang on to, I went over the stern and swam 60 yards to a boat.

"When we got ashore, the French allowed us to spend the night in a nearby church. The next night we spent in a hotel in the town of Fedala. German officers had been there and we were so afraid of 'booby traps' that we dared not sleep on the beds for fear the Germans had hooked them up to hand grenades. We took the mattresses off and slept on the floor.

"The next day we went into Casablanca riding on old French freight cars of World War I vintage, labeled 40 hommes et 8 chevaux (40 men and 8 horses). I had lost all my gear and was wearing an old coverall. Our soldiers everywhere were swell. They opened up their barracks bags and gave us anything we needed."

A GRAPHIC word picture of some of the outstanding work done by the Coast Guard as it worked hand-in-hand with the Navy and Army forces in the initial landings on the North African coast is drawn by Coast Guard Lt. Bernard E. Scalan.

"It was the darkest night I've ever seen," said Lieutenant Scalan in reviewing the operation. "We knew of some shore batteries and a fortress atop which was a huge searchlight,

but we had instructions to withhold all fire unless that searchlight was turned on, in which case we should extinguish it. Well, the light did come on and immediately Navy and Coast Guard support boats started hammering away, extinguishing it almost immediately. Then the shore batteries opened up on us and lead and shrapnel came down like rain.

"We stayed offshore in our boat directing several waves of landing parties into the best spots along the beach and doing our best to protect them from the fire. As daylight came, we pushed in to shore and, as we beached, some enemy planes came over, their machine guns wide open. Most of the party made cover, but my Chief Boatswain's Mate, Lloyd M. Morris, was still by the boat as the planes came overhead. Waist deep in water he was strafed as he tried to make shore, and undoubtedly would have drowned had not William W. Martini, S1c, and another man, disregarded the planes and bullets and plunged into the surf, dragging Morris ashore. Then, with the planes still strafing, they carried him up the bullet-ridden beach to a shelter where a doctor had set up a first aid station. Morris now is convalescing in an Eastern port hospital."

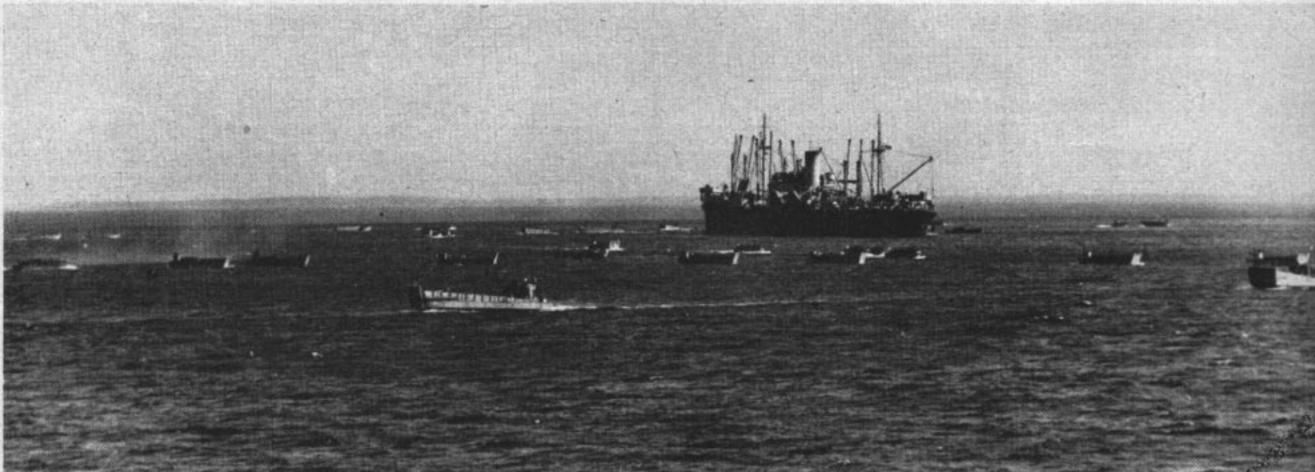
COMPLETING these first landing operations, Lieutenant Scalan returned to his ship where he and his men changed clothes and ate dinner. Later they again set out for shore to locate a landing party, search for a

missing ensign, and establish a new landing place. They made shore without incident, but had advanced only about a hundred yards when several enemy planes came at them, machine guns blazing.

"We of the shore party all made for cover, naturally," Lieutenant Scalan reported. "I spotted a bulldozer—a small tractor used for towing purposes—leaped behind it for protection, but found two soldiers already there. It was a tight squeeze but I managed to burrow in between them. After the strafing we learned that the bulldozer was connected with a wagon-load of ammunition.

"After quite some time and considerable hiking, we located the beach party and were then told that the two men who had been detailed to attend to the boat while we were ashore had been wounded. On returning to our ship I learned the details. Richard L. Buckheit, BM2C, and Donald Larue, S2C, had been strafed by enemy planes. Seeing this, two of our shore party under cover rushed to the boat where they found Larue, wounded and curled up on a bed he'd improvised for himself, and Buckheit, hit in the shoulders and legs. One of these firemen was Leonard A. Goldstein; the other was named Clark.

"As firemen their basic duties didn't call for the handling of small boats, but they'd been prepared for such an emergency through the instructions we'd given all hands on our way over. So these two took the wounded men to the nearest ship and it was their



—Official U. S. Navy photograph.

The mother ship with her brood of boats—these made the landings.



—Official U. S. Navy photograph.

Casablanca harbor: the smoke is coming from French ships after the action.

promptness in doing this that saved Buckheit's life. He was operated on immediately. Larue, unfortunately, had been much more seriously wounded and died soon after."

ENSIGN H. A. STORTS, who commanded a tank lighter, was one of a group which was captured by French forces and subsequently freed to return to his ship. But let him tell about it in his own words:

"I was in command of a tank lighter. We left the ship according to schedule but on the way in we developed engine trouble. We had just about got that fixed in good order when an enemy plane that looked like a Messerschmitt came down and strafed us. We lost one man and the boat filled

with water. We were able to make an emergency landing, but we were forced to land several miles up the beach from the main landing operation. This meant that we were isolated in hostile territory.

"Shortly after we landed, eight planes came over after us and we lost several men. Everybody, including Coast Guardsmen and soldiers, dug themselves into shallow pits and fox holes. This was about noon, and every half hour during the rest of the day the planes came over and strafed us. In the meantime, we were forced to keep up an intermittent duel with snipers who were trying to pick us off from concealed positions inland. We thought it would never get dark, but it finally did. By this time we had

lost another man and had three wounded and we decided to send for help.

"Four others and myself started to walk to the town of Fedala. We walked all Sunday night and all day Monday, and after dark Monday we arrived at an Army Command Post. The officer in command detached a force to relieve our men on the beach. I went with them to show them the way.

EARLY Tuesday morning as we came around a bend in the road, we surprised a group of French soldiers eating breakfast. We quickly made them prisoners and took them along with us. However, our trip was in

(Continued on page 67)

George Washington President of the United States
of America

To all to whom these Presents shall come. Greeting

Know ye That reposing special trust and confidence in the integrity, prudence and abilities of John Paul Jones a citizen of the United States, I have nominated and appointed him the said John Paul Jones a Commissioner for the United States giving him full power and authority for and in the name of the United States of America, to confer treat and negotiate with the Dey and Government of Algiers, or with any person or persons duly authorized on their behalf, of and concerning the ransom of all citizens of the United States of America in captivity with the said Dey government, and subjects of Algiers, or with any of them, and to conclude and sign a Convention thereupon, transmitting the same to the President of the United States for his final ratification by and with the advice and consent of the Senate of the said United States. In testimony whereof I have caused the seal of the United States to be hereunto affixed. Given under my hand at the city of Philadelphia the first day of June in the year one thousand seven hundred and ninety two, and of the Independence of the United States the sixteenth.

G. Washington

By the President

M. J. M.

—Official U. S. Navy photograph.

A precious document—commissioning John Paul Jones to make peace in Africa.

Echoes of an Earlier African Campaign

Two manuscripts remind us of another time
our forces saw action on the Mediterranean

ONE hundred and fifty years ago the United States was challenged by pirates on the Barbary coast.

With its sea defenses disbanded after the Revolution, the youthful Republic of 1792 was forced to pay tribute. The vastly more menacing pirates of 1942 are being hounded from their sea and land haunts in North Africa. They are suffering painful vengeance from the skies. Their punishment is coming from the descendents of those people who, 150 years ago, had to buy a negotiated peace.

Two important chapters in American history are associated with the Barbary coast—all that coast of North Africa between Egypt and the Atlantic. The battle now raging in Tunisia and Tripoli is one, of course, and recalls the other, the temporarily humiliating episode beginning in the late eighteenth century, when America bought peace with the Deys of Morocco, Algeria, and Tunis.

As the present battle gathers in intensity, the Museum of the United States Naval Academy under Capt. H. A. Baldrige, U. S. N. (Retired),

curator, has obtained two precious documents of their earlier chapter. One is the all but forgotten old parchment Commission appointing the great naval hero of the young Republic, John Paul Jones, a commissioner to represent the United States Government in negotiations with the Dey of Algeria with the twin objective of ransoming American seamen captured by the corsairs of Algeria, and of concluding a treaty of peace.

The other document is the 11-page letter written in the handwriting of

Thomas Jefferson, the Secretary of State, instructing Jones on the conduct of negotiations and the terms he should try to obtain. These originals were purchased by the Museum of the Naval Academy from the Rosenbach Co., of Philadelphia, dealers in rare manuscripts. George Washington signed the Commission as President. Jefferson wrote the instructions and sent them personally by Thomas Pinkney, the new American Minister going to London. The employment of an American Minister as courier and the writing of the instructions in Jefferson's own hand were both undertaken to clothe the prospective mission of the great Revolutionary naval hero with secrecy.

THUS it happened that John Paul Jones, who earlier had declared, "I have not yet begun to fight," was commissioned to buy a ransom and a peace from the pirates of the Barbary coast without fighting. The ailing John Paul Jones never received the Commission. He died July 18, 1792, in Paris, before Mr. Pinkney or a courier could put the commission and instructions in his hands. He was only 45 years of age, and his death so young was attributed to ill health brought about by the exposures of his seafaring life. The Commission was dated June 1, 1792; Jefferson's letter, June 21.

So the letter of Thomas Jefferson and the old parchment commission go to the Museum of the Naval Academy at Annapolis. In the beautiful chapel of the Academy lie the remains of John Paul Jones, brought back from France more than a century after his death.

ALTHOUGH it might seem to be a humiliating mission for a fighting man, Jones urged upon Thomas Jefferson, whom he had come to know well in Paris, its undertaking pending the time the young Nation could build up a fleet to give challenge to the pirates of 1792 just as the pirates of 1942 are not only being challenged, but beaten.

"George Washington, President of the United States of America," read this historic commission to Jones, "reposing special trust and confidence in the integrity, prudence, and abilities of John Paul Jones, a citizen of

the United States, I have nominated and appointed him, the said John Paul Jones, a commissioner for the United States, giving him full power and authority, for and in the name of the United States of America, to confer, treat, and negotiate with the Dey and Government of Algiers, or with any person or persons duly authorized on their behalf, etc." There followed the authority to negotiate the ransoming of the American seamen and a treaty. To the document was affixed the Great Seal of the United States.

Trouble with Algeria began in earnest on July 25, 1785, when the Schooner *Maria*, belonging to a Boston owner, was taken off Cape St. Vincents by an Algerine cruiser. Only five days later the *Dauphin*, owned in Philadelphia, was taken by another Algerine cruiser about 50 leagues west of Lisbon.

"These vessels, with their cargoes and crews, 21 persons in number," Jefferson informed Jones, "were carried into Algiers." The Dey of Algeria asked a ransom of \$59,496 for these 21 men. The problem of their ransom had been complicated by the unauthorized "interference" of charitably inclined persons who had apparently attempted without authority of the United States to negotiate for the ransom of these men. This had given an appearance of public anxiety, which Jefferson wanted to dispel for bargaining purposes, and that was one reason for secrecy.

Nevertheless, Jefferson at that early date disclosed privately the anxiety which this Government has always felt for the safety of its seamen. He wanted to keep the ransom as low as possible, and in any event within the figure the Congress by an act had authorized, or around \$25,000.

"The mere money for this particular redemption neither has been, nor is, an object with anybody here," Jefferson wrote.

JEFFERSON disclosed that the canny desire to get the ransom as cheaply as possible and with it a peace was designed to prevent future depredations. By holding the amount of the ransom low he would avoid encouraging renewal of piratical attacks upon American ships by making piracy less profitable. He also wanted a treaty of

peace to further the same protection of American shipping. By the time the letter was written the number of American captives had been reduced by ransoming or death to 13.

Jefferson further made it clear that the purchase of peace was regarded as only a temporary expedient, with warfare against those who attack the United States being the ultimate result.

"Since then no ransom is to take place without a peace, you will of course take up first the negotiation of peace; or, if you find it better that peace and ransom should be treated of together, you will take care that no agreement for the latter be concluded, unless the former be established before, or in, the same instant," Jones was instructed.

"As to the conditions, it is understood that no peace can be made with that government, but for a larger sum of money to be paid at once for the whole time of its duration, or for a smaller one to be annually paid. The former plan we entirely refuse, and adopt the latter. We have also understood that peace might be bought cheaper with naval stores than with money; but we will not furnish them naval stores, because we think it not right to furnish the means which we know they will employ to do wrong, & because there might be no economy in it, as to ourselves in the end, as it would increase the expence of that coercion which we may in future be obliged to practice towards them."

ALTHOUGH John Paul Jones never lived either to receive his Commission or carry out his mission, the United States obtained treaties of peace with Morocco in 1795, Tripoli in 1796, and Tunis in 1797. As Jefferson understood so well in 1792, a purchased treaty of peace did not bring permanent peace any more than purchase in any coin has satisfied the dictator-pirates of this century.

After the war with England was over, Congress in March 1815, declared war against Algeria, and in several weeks a fleet under Decatur forced the Dey of Algeria to accept an imposed treaty of peace. Decatur then proceeded to Tunis and Tripoli to instruct on the law of peaceful nations. A year later a British fleet bombarded Algiers.



—Official U. S. Navy photograph.

A PBM-3—a "Mariner" of the fleet that is bolstering a world-wide network.

The Naval Air Transport Service

To Africa—and every other front—goes this cargo-carrying transportation with vital supplies

THE Naval Air Transport Service, built around a nucleus of utility squadrons which for years conducted the Navy's peacetime air transport operations, is supplying our farthest-flung outposts with vitally needed materials. The organization forms a vast network of cargo and passenger air routes that are traveled with air-line precision.

Daily trips across the Atlantic and Pacific speed personnel, aircraft supplies and parts, and other cargo to our forces in all parts of the world.

In addition, daily flying service links more than twenty naval bases within the continental limits of the United States, the Caribbean, the Canal Zone, Newfoundland, and Alaska.

Numerous special flights are made to meet emergency requirements at any given point.

Until recently the Naval Air Transport Service (NATS) was under the direction of Capt. Frank D. Wagner, USN, who commanded the Catalinas of Patrol Wing Ten in their last ditch fight against the Japanese invasion forces that conquered the Philippines

and Netherlands East Indies. Captain Wagner has been promoted to Rear Admiral and assigned to new duties. He has been relieved of command of the NATS by Capt. J. P. Whitney, USN, formerly Director of Flight, Bureau of Aeronautics. Remaining as second in command is Comdr. C. H. Schildauer, veteran Navy pilot and one-time operations manager of the Pacific and Atlantic divisions of Pan American Airways.

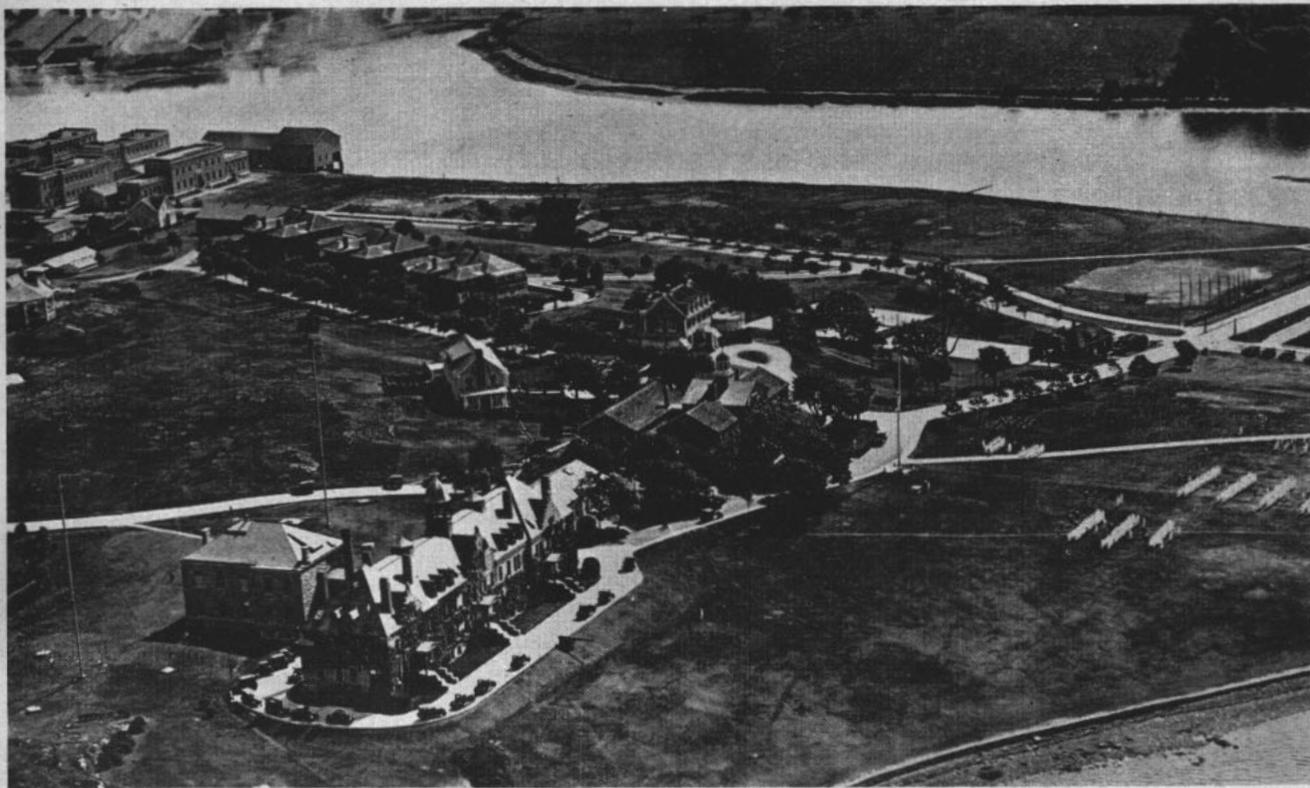
The Naval Air Transport Service began growing to its world-wide size immediately after Pearl Harbor. While the majority of the flying is done by Navy pilots, the wide experience of the nation's overseas air lines has been put to good use in the undertaking.

ITS equipment consists of the best transport or patrol planes available, thoroughly tested under all conditions of scheduled flying. Large four-engined flying boats perform the majority of the over-ocean flights at present. These include fleets of Consolidated PB2Y-3 "Coronados," a

Navy patrol-bomber type; Boeing 314-B's, a type developed as Pan American Clippers; and Vought-Sikorsky JR2S "Excaliburs," the newest commercially developed trans-ocean flying boat. These aircraft exceed 60,000 pounds gross weight when loaded and can carry thousands of pounds of payload across the oceans.

Supplementing the work of the four-engined flying boats is a growing fleet of Martin PBM-3 "Mariners," a two-engined, gull-winged boat designed originally as a patrol bomber.

For overland routes connecting bases within the continent, the Naval Air Transport Service operates a large number of Douglas R4D-1's, adapted for heavy transport from the DC-3's flown by the nation's commercial air lines. Larger land planes soon to be in service will include four-engined R5D-1's, adapted from the DC-4 airliners; two-engined Curtiss "Commandos," another airliner type; and four-engined Consolidated "Liberators," the famous bomber whose large payload has led to its wide use as a transport.



—Official U. S. Navy photograph.

The Naval War College and Training Station at Newport, R. I.

War College Graduates 79

Assistant Secretary Bard tells them America will have 7-ocean Navy for them to lead

READY and eager to return to their duties ashore and afloat after 5 months of intensive schooling in the art of war, 79 graduates of the Navy War College last month heard Assistant Secretary of the Navy Ralph A. Bard declare that America's goal is not a 1- or a 2-ocean Navy but "a 7-ocean Navy, able to challenge the enemy in every corner of the globe and drive him finally from the sea."

"America has an appointment with destiny," Mr. Bard said, "and the appointment will be kept."

He told the graduates they were "answering a call for leadership in the Nation's hour of need."

"Many of you are returning to the field of battle—there to prove finally whether America is worthy of living again in the peace and dignity of a

free world," he said. "You go back to the fight at a time when our enemies must disclose to us the remaining details of the blueprint upon which they are attempting to build a new world of slavery and degradation.

"When you have departed, other officers of the Navy, the Army, the Marine Corps, and the Coast Guard will be ready to take your place here. What you learn in the heat of war on our many and distant fronts will, in turn, be brought back here and used for their improvement.

"Only in the continuous process of refreshing our store of knowledge can we keep pace with the vast, swift changes in the conduct of this war. Only in this way can we be assured that the keen edge of our skill will be kept sharp enough to cope with an alert and resourceful enemy."

Mr. Bard declared that as "we look back upon the fruitless struggle for peace which has engaged us for the last 20-odd years we are the more firmly determined never again to commit the fatal error of attempting to rely upon the covenants and engagements of barbarians."

Referring to the 1921 Washington Naval Conference, the speaker termed it a "sincere effort for peace." The United States then was a great and growing sea power and laid its strength upon the block in the interests of world good will. We made promises by treaty not to fortify islands in the Western Pacific, he pointed out.

"Had we listened closely then," he continued, "we could have heard grim laughter emanating from the Japanese islands beyond."



—Official U. S. Navy photograph.

Assistant Secretary of the Navy Ralph A. Bard

Since Pearl Harbor, the United States has come to learn the full meaning of global war and to recognize the great effort that must be made in order to triumph, he said.

"We know that the battle will be fought over many days and in many places and by various means of strategy. I know that you men who have been preparing for this task are more than equal to it," Mr. Bard told the graduates.

Graduates of the Naval War College Command Class were:

Capt. John M. Creighton, USN; Capt. Harold J. Nelson, USN; Capt. Ralph O. Davis, USN; Capt. John Wilkes, USN; Capt. Fred D. Kirtland, USN; Capt. Guy W. Clark, USN; Capt. Ransom K. Davis, USN; Comdr. Charles R. Jeffs, USN; Comdr. John E. Dingwell, USN; Capt. Paul W. Steinhagen, USN; Capt. Bern Anderson, USN; Comdr. Donald R. Tallman, USN; Comdr. Bruce E. Bradley (MC), USN; Comdr. Irwin L. V. Norman (MC), USN; Comdr. Thomas J. Brady, USN; Lt. Comdr. John W. Ailes III, USN.

United States Marine Corps officers also graduating were: Lt. Col. Carleton Penn, USMCR; Maj. Mark F. Kesnick, USMCR.

Army officers also graduating were: Col. Howard V. Canan, Col. Dudley D. Hale, Col. Francis M. Crist, Lt. Col.

Clarence C. Clendenen, Lt. Col. Paul M. Martin, Lt. Col. Wesley W. Yale, Lt. Col. Harold H. Bassett, Lt. Col. Elder Patteson, Lt. Col. Arno H. Luehman.

Preparatory Staff Class graduates were:

Lt. Comdr. Harold W. Carter, USNR; Lt. Comdr. John P. Doyle, USNR; Lt. Comdr. Brian J. Ducey, USNR; Comdr. Charles J. McBride, USNR; Lt. Comdr. Frederick M. Curran, USNR; Lt. Comdr. Malcolm F. Heslip, USNR; Lt. Comdr. George Murphy, USNR; Lt. Comdr. David P. Hervey, USNR; Lt. Comdr. Melville D. Truesdale, USNR; Lt. Comdr. Roland Palmedo, USNR; Lt. Comdr. Duncan H. Read, USNR; Lt. Comdr. Richard P. Hummer, USNR; Lt. Comdr. Harry B. Gordon, Jr., USNR; Lt. Comdr. William A. Finn, USNR; Lt. Comdr. Frederick W. Keith, USNR; Lt. Comdr. DeWalt H. Ankeny, USNR; Lt. Comdr. Frank W. Crocker, USNR; Lt. Comdr. Lamartine V. Lamar, USNR; Lt. Comdr. Richard P. Matthiesen, USNR; Lt. Comdr. Clifford T. Rodman, USNR; Lt. Comdr. Carleton M. Pike, USNR; Lt. Comdr. Robert E. Jennings, USNR; Lt. Comdr. Duane L. Wallick, USNR; Lt. Comdr. George D. Arntz, USNR; Lt. Comdr. Gordon S. Ashley, USNR; Lt. Comdr. Lewis R. Devoe, USNR; Lt. Comdr. Alonzo J. Hammond, Jr., USNR; Lt. Comdr. Wil-

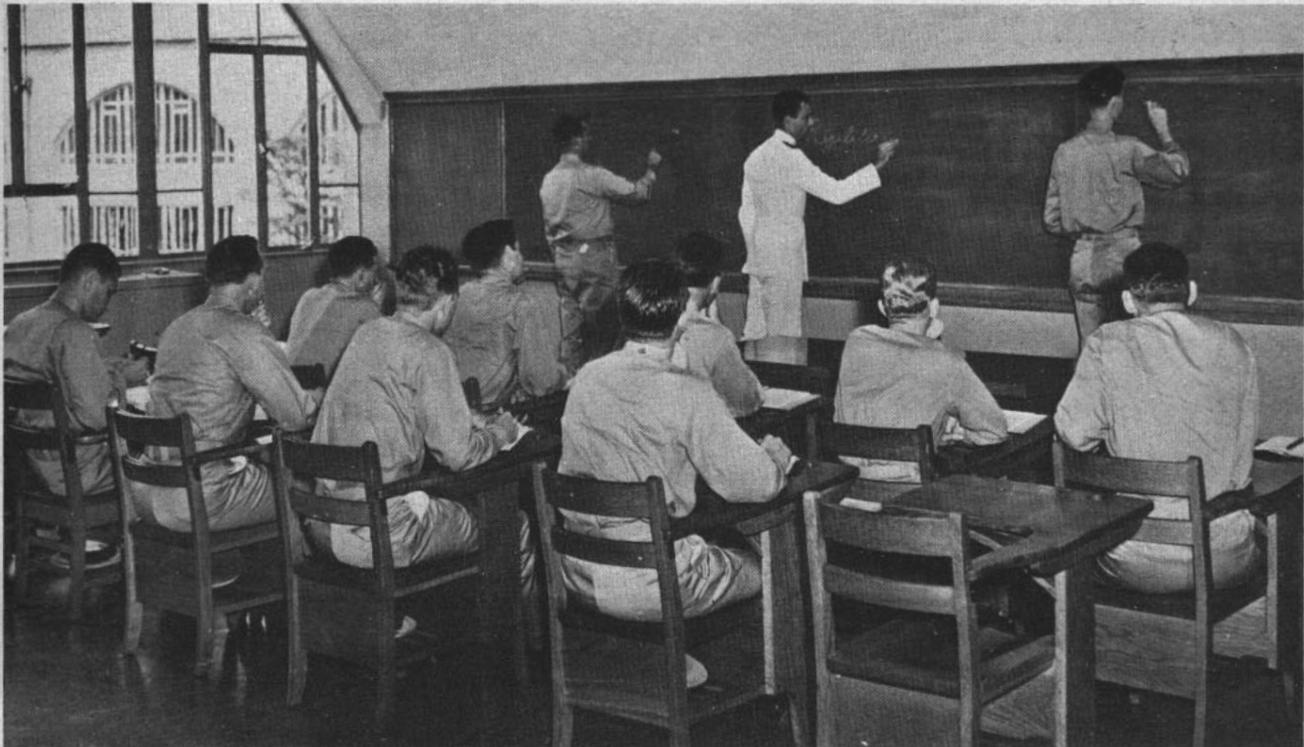
liam D. Hodges, USNR; Lt. Comdr. Henry W. King, USNR; Lt. Comdr. Howard E. Moore, USNR; Lt. Comdr. Glennon G. Price, USNR.

Lt. Robert K. Ashton, USNR; Lt. Paul Abbott, USNR; Lt. Frederick H. Williams, USNR; Lt. John S. Winstead, USNR; Lt. Henry R. Bright, USNR; Lt. Hamilton Thornquist, USNR; Lt. Albert Pratt, USNR; Lt. Walter H. Lewis, USNR; Lt. Robert F. Lynch, USNR; Lt. Denny Brereton, Jr., USNR; Lt. John K. Dougherty, USNR; Richard H. Ballinger, USNR; Lt. Edward J. Luck, USNR; Lt. William S. Mailliard, USNR; Lt. John A. McKeon, USNR; Lt. Theodore G. White, Jr., USNR; Lt. T. Leonard Mikules, USNR; Lt. Cole L. Windham, USNR; Lt. Frank G. Reynolds, USNR; Lt. Jack A. Eady, USNR; Lt. Walter H. Rick, USNR; Lt. (j. g.) Albert R. Rose, USNR; Lt. (j. g.) Joseph H. Creekmore, USNR.

Issuance of Orders Involving Technical Observer Flying

Under the provisions of Executive Order 9195 of July 7, 1942, the Chief of Naval Personnel is the only competent authority for the issuance of flight orders to warrant and commissioned officers. In the past, many officers have been issued orders to duty involving flying as technical observers while filling a specific billet. These orders have been issued in instances where the commanding officer of the particular unit has presented definite information indicating that the officer concerned cannot properly perform his duties without regular and frequent participation in aerial flights.

Recently the Bureau has received copies of orders issued by various fleet commands transferring officers having flight orders as a technical observer from one duty station to another. These orders have assigned the officers concerned to duty involving flying as technical observers in their new duties. The Bureau has not approved these orders since the flight orders concerned are directly connected with the billet and duties performed and the detachment of an officer from these duties automatically revokes his flight orders.



—Official U. S. Navy photograph.

The resources of the colleges of the country will serve military needs.

Training Specialists in College

Army and Navy issue joint statement of plan
to utilize nation's educational facilities

TO MAINTAIN a steady flow of young men suitable for specialized educational technical training for the Army, Navy, Marine Corps, and Coast Guard, the War and Navy Departments will utilize for their training the resources of the colleges and universities of the country. The recent amendment to the Selective Service and Training Act reducing the draft age to 18 years will eliminate the principal source of men college students. The Armed Services have jointly formulated plans to contract for the facilities of a selected number of these colleges and universities where qualified young men in the services will be detailed for educational training.

In formulating their plans, the Armed Services have had the benefit of fruitful consultation with many

On December 17, 1942, the Army and Navy announced a plan for training specialists in college. The text of the joint statement by Secretary of War Henry L. Stimson and Secretary of the Navy Frank Knox is published herewith in full.

educators, and particularly the staff of the War Manpower Commission, the Office of Education, a Committee of the American Council on Education, and the Navy Advisory Council on Education. In the administration of these plans the War and Navy Departments will rely on the same resources for further assistance.

Under the new plans the Army and the Navy will contract with selected

colleges and universities to furnish instruction in curricula prescribed by the respective service as well as the necessary housing and messing facilities for the men who will be on active duty, in uniform, with pay, and under general military discipline. The selection of particular colleges and universities will be governed by the facilities available for their responsible participation in the educational training program.

THE Chairman of the War Manpower Commission, after consultation with the Secretary of War and the Secretary of Navy, will prescribe the rules and regulations under which institutions of higher learning will be selected for this work. The actual selection will be made by a joint committee consisting of representatives of

the Armed Services and the War Manpower Commission.

The procedure for the selection of colleges to be used in the training programs will be announced shortly. Meanwhile college officials or representatives will attain no advantage by attempting to present the merits of their particular institution to the Joint Committee. This organization has a difficult administrative task to perform in an orderly way. On behalf of the Joint Committee, a questionnaire as to their staffs and facilities has been sent to all the higher educational institutions of the country by the War Manpower Commission. This will furnish the basic information for the use of the Joint Committee.

The plans of the Army and Navy, in their fundamentals, are the same, but there are certain variations in the plans of the respective Services, due to differences in the laws affecting the two Services, and in their requirements and procedures. These variations are in both the permanent plans and in the plans for fitting the present members of their respective Enlisted Reserve Corps into the respective permanent programs. The plans will be operated in harmony and with mutual assistance.

No existing contracts between the Army or Navy and educational institutions will be abrogated by the new programs.

These plans have been approved by the War Manpower Commission and are published in conformity with the provisions of the President's Executive Order on Manpower, dated December 5, 1942.

The new Army plan follows:

THE ARMY SPECIALIZED TRAINING PROGRAM

THE objective of this plan is to meet the need of the Army for the specialized technical training of soldiers on active duty for certain Army tasks for which its own training facilities are insufficient in extent or character. To that end, the Army will contract with selected colleges and universities for the use of their facilities and faculties in effecting such training of selected soldiers in courses prescribed by the Army. This plan will enable the Army to make a selection for this training of qualified young men on a broad dem-

ocratic basis without regard to financial resources.

The selection of soldiers for such training will be made from enlisted men who have completed or are completing their basic military training and who apply for selection for specialized training. This selection will follow the general plan now in effect for the selection of enlisted men for Officer Candidate Schools with such additional methods of ascertaining qualifications as may be deemed appropriate after consultation with educators. The War Department will control all selections and only enlisted men under twenty-two years of age will be eligible for selection under this program, except for an advanced stage of technical training.

Military training organized under a cadet system, subordinated to academic instruction, will be instituted. Standards of academic proficiency will be established for continuation of training under this program, and will be announced at a later date.

Appropriate courses will be prescribed by the Army, after consultation with the United States Office of Education and the American Council on Education, to prepare for the particular technical tasks outlined by the various Services for which specialized training under this program is required. Varying with the nature of such tasks, the curricula will call for varying lengths of the period of training. The courses will also vary as to whether there are basic or advanced stages in any stage of a prescribed course which their previous training fits them to enter.

TO COVER the transition from the Enlisted Reserve program, now in effect, to the Army Specialized program, the following actions will be taken with respect to those now in the advanced ROTC course and the Enlisted Reserve Corps.

(1) Medical students (including dental and veterinary) in the Enlisted Reserve will be called to active duty at the end of the next academic semester and will be detailed to continue courses of medical instruction under contracts to be made by the War Department. Medical students who have been commissioned in the Medical Administrative Corps may, at the same time, resign such commis-

sion, enlist as privates and be detailed in the same manner as medical students in the Enlisted Reserve. Pre-medical students in the Enlisted Reserve Corps, or those inducted before June 30, 1943, taking approved courses, will continue or be returned in an inactive status until the end of the next academic semester and will then be called to active duty. Those selected for further medical or premedical training will be detailed for such instruction under the Army Specialized Training Program.

(2) Seniors (fourth year) taking advanced ROTC will be ordered to active duty upon graduation or upon the completion of the next academic semester. Upon entering active duty, they will be ordered to their respective Branch schools and commissioned upon successful completion of the course.

(3) Juniors (third year) students in the Enlisted Reserve Corps, or inducted before June 30, 1943, who are pursuing approved technical engineering courses will continue in an inactive status until the end of the next academic semester and will then be called to active duty. Those selected at the completion of their basic military training for further technical training, will be detailed for such instruction under the Army Specialized Training program.

(4) All other Enlisted Reserve Corps students will be called to active duty at the end of the current semester, and upon completion of basic training will be eligible for selection for training, under this program or other military duty.

At the termination of any phase of specialized training, under this program the soldiers will be selected for:

(1) Further training in an Officer Candidate School.

(2) Recommended for a technical noncommissioned officer.

(3) Returned to troops.

(4) In exceptional cases, detailed for very advanced technical training.

(5) In very exceptional cases, be made available for technical work to be done out of the Army, but deemed to be highly important to the war effort.

The assignment of soldiers to the Army Specialized Training program will be placed in effect during the month of February 1943, except for

such action as may be required under the same prior to that time.

The Navy program follows:

NAVY COLLEGE TRAINING PROGRAM

THE Navy College Training Program is designed to use the facilities of selected colleges and universities for the training of prospective officer candidates in the Navy, the Marine Corps, and the Coast Guard. Under this plan selected high-school graduates, or others of satisfactory educational qualifications, having established their mental, physical, and potential officer qualifications, will be inducted as apprentice seamen or privates, United States Marine Corps, placed on active duty with pay, and assigned to designated colleges and universities to follow courses of study specified by the Navy Department.

The plan will permit selection of the country's best qualified young men on a broad democratic basis, without regard to financial resources, and thus permit the Navy to train young men of superior ability to become officers and specialists.

General Outline of the Program

High-school graduates, or students having equivalent formal education, 17 through 19 years of age at the time of enlistment or induction, will be eligible for the program. Enlisted men 17 through 22 years of age who have proper educational qualifications and are recommended by their Commanding Officer are eligible to apply for the program. The various geographical areas of the country will be assigned quotas on the basis of population.

Successful candidates will be assigned on active duty to selected colleges and universities for instruction. As far as possible, the preference of any candidates for particular colleges will be respected. Candidates may also express their choice of branches of the service at the time of enlistment, but this preliminary choice will not be binding on them or the Navy Department. Ultimate assignment will be based on demonstrated ability and counseling during the first eight months of the program. During their attendance at the college or university, which must accept all men ordered to it for training, the men will wear uniforms and receive regular pay of the lowest enlisted grade. Quarters, food,

and medical service, as well as instruction, will be provided under contracts entered into by the Navy with the various institutions. Men assigned to this program are eligible at any time for transfer at their own request to aviation training.

THE programs of study have been designed to prepare officer material for the various branches of Naval, Marine, and Coast Guard service, including aviation cadets, engineer and deck officers, engineer specialists, medical and dental officers, Supply Corps officers, and chaplains. With the exception of medical and dental officers, engineering specialists, and chaplains, the length of the programs of study will be from 8 to 24 months,

depending on the requirements of the several branches of the Navy. Courses for the first eight months will be similar for all students and will emphasize fundamental college work in mathematics, science, English, history, engineering drawing, and physical training. Each scholastic term will be of sixteen weeks' duration.

The students will also receive general instruction in the organization of the Navy, Marine Corps, and Coast Guard. At least one naval officer will be assigned to each college selected.

Outlines of curricula are being prepared by the Navy Department with the assistance of educational advisors in various fields. Students who have already covered any portion of the prescribed curriculum and can dem-



—Hiser in the Great Lakes Bulletin.

"Ja, ja, Tripoli? Try 'n stop General Rommel ven he passes through. Tell bim Der Fuehrer would speak mit bim!"

onstrate this to the satisfaction of the institution they are attending will be permitted to make substitutions in their program.

In addition to the examinations given by the universities and colleges, the Navy will give achievement examinations at the end of the first 8 months. The results of these examinations will be determinative in making further assignments. Any student who fails to maintain a satisfactory standing in his program of studies will be transferred from the College Training Program to some other active duty.

Upon satisfactory completion of their college training, all students will be assigned to additional specialized training in the Navy, Marine Corps, or Coast Guard. If found qualified at the completion of this latter training period they will be commissioned as officers in the appropriate Reserve.

Requirements for Admission

YOUNG men in civilian life who are interested in the Navy College Training Program must meet the following requirements:

1. Be male citizens of the United States, 17 through 19 years of age as of the date of enlistment or induction.

2. Be organically sound, without physical disabilities, and have not less than 18/20 vision.

3. Be prepared to undertake a rigorous program of education on the college level.

Candidates who cannot meet these requirements are advised not to apply. Procedures for the selection of students in conformity with the President's Executive Order on Manpower, dated December 5, 1942, are being prepared by the Bureau of Naval Personnel. Information covering these procedures will be made available later.

Status of Present Reserve Programs

THE Navy Department has now in operation four programs for the training of male officers, V-1, V-5, V-7, and the Naval Reserve Officers Training Corps. Enlistment of college students under 18 in the V-1 program will be terminated on March 15, 1943. Under V-1, men were enrolled in accredited colleges and permitted to continue in college for a prescribed period at their own expense.

A certain percentage of these men were transferred to V-5 for flight training or V-7 for training for deck or engineering duties.

Under the new program, all reservists in V-1, V-5, and V-7 may continue in college following their present studies until a date to be determined when they will be placed on active duty as apprentice seamen with full pay, subsistence, and uniforms. At that time on active duty they will complete their college training which will be accelerated in the case of all students except those who by July 1, 1943, will enter the senior college class and engineering students. Students whose plans for medical, dental, or theological training are approved by the Navy Department will continue on active duty as apprentice seamen under instruction in accelerated curricula in approved schools and seminaries until completion of their professional studies. Consideration will be given to the student's choice of the

institution to which he will be assigned for the completion of his college course.

The Naval Reserve Officers Training Corps will be continued as an integral part of the new Program. NROTC students will be selected at the end of the first two semesters from students inducted under the Navy College Training Program. All NROTC students in the Naval Reserve will be called to active duty. The present NROTC curricula will be modified so that all professional subjects are given subsequent to the first two semesters.

At a date to be announced, students holding probationary commissions, on inactive duty in a deferred status, in the United States Naval Reserve will be permitted to resign and accept assignment to the College Training Program as apprentice seamen on active duty. On the satisfactory completion of their prescribed professional education they will again be commissioned in the United States Naval Reserve.

TRIBUTE TO TEXAS AND HUSTON

(Continued from page 17)

"It is assumed that eventually another cruiser will be given the same name. If the *Houston* is awarded a unit citation, the effect will to some extent live in the new ship."

WELL, there will be another cruiser of the same name. The President has said, "There will always be a cruiser *Houston*." And the old ship has been awarded a Presidential Unit Citation. It ends with these words: "On February 28 the *Houston* went down, gallantly fighting to the last against overwhelming odds. She leaves behind her an inspiring record of valiant and distinguished service."

After her loss, one of the most impressive events of the war occurred in this city; 1,000 volunteers joined the Navy in a body to replace the sailors lost or missing on the *Houston*. And not content with that, under the chairmanship of Mr. Francis, you set out less than 3 weeks ago to sell \$36,100,000 in war bonds to replace the ship herself and tonight your distinguished fellow townsman, the Honorable Jesse Jones, has handed me a certificate not for \$36,100,000, but for \$——! Evidently you want two *Houstons*!

To say that I am invigorated by

this day in Houston, Texas, is an understatement. I am inspired. My gratitude and my admiration for what you are doing to win the war is boundless. And not the least of your contributions to the war effort is Jesse Jones, the Secretary of Commerce and Administrator of a dozen or more other big government organizations. He can think straight and he can talk straight. Let me tell you a story about Jesse. Sometime ago the Russians, God bless 'em, made an application for something of very critical importance. There was a long argument. The pros and cons were weighed. At last my friend, Jesse, spoke up and said: "Well, they're killing Nazis, ain't they?" That was all—the Russians got what they wanted and are killing our enemies with it today.

And so are all the British peoples; so are the Chinese; so are the silent sufferers of Europe; so are Frenchmen—and so are we! We are all fighting for existence. We are all fighting for a world fit to live in. We are all fighting for those principles called the Atlantic Charter.

We must not fail. United—we shall not fail!

Purple Heart Award Now Authorized For Naval Forces

Award of the decoration of the Purple Heart to persons serving with the Navy, Marine Corps, or Coast Guard of the United States was authorized by the President on December 3, 1942, when he issued Executive Order 9277, as follows:

The Secretary of the Navy is authorized and directed to award the Purple Heart in the name of the President of the United States to persons who, while heretofore or hereafter serving in any capacity with the Navy, Marine Corps, or Coast Guard of the United States, are wounded in action against an enemy of the United States, or as a result of an act of such enemy, provided such wound necessitates treatment by a medical officer.

Except as authorized in paragraph three hereof, no more than one Purple Heart shall be awarded to any one person, but for each subsequent justification for such an award a Gold Star, or other suitable device shall be awarded, to be worn with the Purple Heart as prescribed by appropriate regulations.

The Secretary of the Navy is further authorized and directed to award the Purple Heart posthumously, in the name of the President of the United States, to any persons who, while serving in any capacity with the Navy, Marine Corps, or Coast Guard of the United States, since December 6, 1941, are killed in action or who die as a direct result of wounds received in action with an enemy of the United States, or as a result of an act of such enemy. The Purple Heart will be forwarded to the nearest of kin of any person entitled to the posthumous award regardless of whether a previous award has been made to such person.

If so authorized by the Secretary of the Navy the award of the Purple Heart may be made by the Commander in Chief of a fleet, or by such other appropriate officers as the Secretary of the Navy may designate.

The Secretary of the Navy is authorized to promulgate such regulations as he may deem appropriate to effectuate the purposes hereof.

TABLE FOR USE IN PAYMENT OF FAMILY ALLOWANCES

The following table is used by the Navy, Marine Corps, and Coast Guard in determining the effective dates of the beginning of payments of benefits under Family Allowances which may be paid to the dependents of personnel in pay grades 4, 5, 6, and 7—the only pay grades which are eligible to claim benefits under this legislation. The information is a retabulation of the provisions of Public Law 625, 77th Cong.

If man's entry on active duty was:	Then class "A" is approved for allowance beginning on first day of:	And class "B" is approved for allowance beginning on first day of:
On or before: 1 June, 1942 (and provided application is filed before Dec. 24, 1942).	(a) June, if dependency existed at time of enlistment. (b) Month next after that in which dependency arose.	June, or later month, as requested by man.
Between: 2 June, 1942 and 23 June, 1942 both dates inclusive (and provided application is filed before Dec. 24, 1942).	(a) July, if dependency existed in June. (b) Month next after that in which dependency arose, but not earlier than July.	July, if dependency existed in June, or later month requested by man.
After: 23 June, 1942 but Before: 19 September, 1942 (and provided application was filed on or before Sept. 18, 1942).	(a) Month next after month of enlistment if dependency existed on enlistment, but not earlier than July. (b) Month next after that in which dependency arose, but not earlier than July.	Month next after enlistment or later month, as requested by man.
After: 18 September, 1942.....	(a) Month next after month of application. (b) Month next after that in which dependency arose, but not earlier than October.	Month next after application or later month as requested by man.

WARRANTS MAY BE PROMOTED

Promotions to the ranks of ensign to lieutenant in the Naval Reserve inclusive may now be made in the case of permanent commissioned warrant officers and warrant officers serving as such of the Naval Reserve who have served on continuous active duty as such for 6 months, and who are in all respects qualified to perform duties in higher temporary ranks and grades at sea in *general service classifications*, according to Allnav 265, December 8, 1942.

Promotions may also be made, under similar circumstances, to ranks and grades no higher than ensign, in the case of temporary commissioned warrant officers and warrant officers, chief and first class petty officers serving as such.

Recommendations for temporary appointment and promotion of Naval Reserve personnel to special service classifications in the Naval Reserve, and recommendations for temporary promotion of regular Navy personnel and Fleet Reservists physically qualified for shore duty only will be re-

quested by the Bureau of Naval Personnel at a later date.

Recommendations for promotion should be made by commanding officers, subject to the provisions of BUPers Circular Letter 159-42, except as modified in the foregoing paragraphs.

Recommendations, questionnaires, and physical examination reports should be submitted as soon as possible in order to reach the Bureau of Naval Personnel by April 1, 1943. Where it is impossible for outlying ships or stations to furnish all the data required, the questionnaire may be modified accordingly.

Previously considered recommendations must be reaffirmed, in order to be reconsidered, and must be accompanied by questionnaires and reports of recent physical examination.

Naval aviators and naval aviation pilots must be so designated in filing necessary papers.

In reporting physical examinations, NMS form Y should be used, except in the case of aviators, where NMS form 1 is necessary.

Dependents of Missing Men Will Still Get Allotments

Dependents of service personnel and Federal civilian employees missing in World War II but believed alive will continue to receive their allotted pay under new amendments to the Missing Persons Act signed by President Roosevelt.

Those who will benefit by the act are the families of Army, Navy, Marine Corps, and Coast Guard officers and enlisted men and Federal civilian employees. Many of these are Americans presumed to have been captured by the Japanese in the Philippines and naval personnel lost at sea under circumstances indicating that they may still be alive.

Adequate information concerning those lost at Bataan and Corregidor is lacking as the Japanese have not adhered to the terms of the Geneva Convention providing for prompt reports of prisoners and deaths. Where no information is available to indicate death, persons missing in this area will be carried in the missing status and their dependents will continue to receive authorized benefits.

The new amendments also permit the heads of Federal departments to make a finding of death in cases where circumstances indicate death, and to establish a date of death for the payment of death gratuity. This provision is designed to protect the civil rights of dependents and to aid various Federal agencies, insurance companies and state courts in determining a reasonable date from which financial rights of the dependents shall start.

The amendments, which revise Public Law 490, were prepared through joint conference of the War and Navy Departments.

The legislation contains the following principal provisions:

(1) When the person may reasonably be presumed to be living the allotments of pay for the support of dependents or the payment of insurance premiums may continue beyond a period of

Naval Forces

Casualties of United States Naval Forces—dead, wounded, and missing—reported to next of kin from November 16 to November 30, 1942, inclusive, totaled 1,613, of which 546 are dead, 660 wounded, and 407 missing.

The preponderant share of these casualties resulted from direct action with the enemy, but included in the total are names of those who were lost in accidents at sea and in the air on duty directly connected with wartime operations. Natural deaths or accidents not connected with operations against the enemy are not included in the total.

The casualties in this list, No. 18, cover personnel of the Navy, Marine Corps, and Coast Guard.

Some of those under the classification of "missing" may have been rescued at sea and landed at isolated spots or otherwise made their way to

twelve months from the commencement of absence.

(2) Dependents of missing persons will be paid in amounts not to exceed the amount of pay and allowances the absent person would himself be entitled to allot. Also, the payment of the six months' death gratuity will be made in all cases upon a finding of death.

(3) An individual may be carried in the status of missing until the head of the Federal department concerned decides that circumstances warrant a determination of death. The date of the determination will be the date of death used in paying death gratuities.

CHANGE OF COMMAND

Rear Admiral George D. Murray has assumed new duties as Chief of the Air Intermediate Training Command and Commandant of the Naval Air Training Center at the Naval Air Station, Pensacola, Fla.

CASUALTY FIGURES

safety at places from which they have had no opportunity to communicate with United States Naval authorities.

This list includes all States and the District of Columbia. The Territory of Hawaii is included. None are reported for other Territories or Possessions.

List No. 18 brings the total of Navy, Marine Corps, and Coast Guard casualties reported to next of kin from December 7, 1941, to November 30, 1942, inclusive, to a grand total of 18,838.

A recapitulation of the casualties, including correction, follows:

	Dead	Wounded	Missing
Navy	4,348	1,434	8,473
Marine Corps...	1,114	1,370	1,921
Coast Guard...	38	11	129
Total....	\$, 500	2, 815	10, 523

Merchant Marine

Casualties of the United States Merchant Marine, dead and missing, resulting from war action and reported to next of kin during the period from October 22, 1942, to November 21, 1942, inclusive, totaled 317, including 21 dead and 296 missing.

These figures include only those casualties resulting directly from enemy action. Names of personnel on United States merchant vessels which are overdue and presumed lost are considered casualties of enemy action. This list, No. 3, does not include persons who were wounded, nor does it contain the names of American citizens sailing on foreign-flag vessels.

The list covers 32 States, the District of Columbia, and Puerto Rico. The 16 States not represented include the following: Arkansas, Idaho, Kansas, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, North Dakota, South Dakota, Tennessee, Utah, Vermont, West Virginia, and Wyoming.

This list brings the total of United States Merchant Marine casualties reported to next of kin during the period from September 27, 1941, to November 21, 1942, to a grand total of 2,901, including 463 dead and 2,438 missing.

DECORATIONS and CITATIONS

MEDAL OF HONOR AWARDED HEROES OF SAVO BATTLE

Three heroes of the Battle of Savo Island have been awarded the Congressional Medal of Honor, two of them posthumously. The recipients, with their citations, are:

REAR ADMIRAL DANIEL J. CALLAGHAN,
U. S. N.:

"For extraordinary heroism and conspicuous intrepidity above and beyond the call of duty during action against enemy Japanese forces off Savo Island on the night of November 12-13, 1942. Although out-balanced in strength and numbers by a desperate and determined enemy, Rear Admiral Callaghan, with ingenious tactical skill and superb coordination of the units under his command, led his forces into battle against tremendous odds, thereby contributing decisively to the rout of a powerful invasion fleet and to the consequent frustration of a formidable Japanese offensive. While faithfully directing close-range operations in the face of furious bombardment by superior enemy fire-power, he was killed on the bridge of his flagship. His courageous initiative, inspiring leadership and judicious foresight in a crisis of grave responsibility were in keeping with the finest traditions of the United States Naval Service. He gallantly gave up his life in the defense of his country."

☆

REAR ADMIRAL NORMAN SCOTT,
U. S. N.:

"For extraordinary heroism and conspicuous intrepidity above and beyond the call of duty during action against enemy Japanese forces off Savo Island on the night of October 11-12, and again on the night of November 12-13, 1942. In the earlier action, intercepting a Japanese task force intent upon storming our island positions and landing reinforcements at Guadalcanal, Rear Admiral Scott, with courageous skill and superb coordination of the units

under his command, destroyed eight hostile vessels and put the others to flight. Again challenged, a month later, by the return of a stubborn and persistent foe, he led his force into a desperate battle against tremendous odds, directing close-range operations against the invading enemy until he himself was killed in the furious bombardment by their superior fire-power. On each of these occasions his dauntless initiative, inspiring leadership and judicious foresight in a crisis of grave responsibility contributed decisively to the rout of a powerful invasion fleet and to the consequent frustration of a formidable Japanese offensive. He gallantly gave up his life in the service of his country."

☆

COMMANDER BRUCE McCANDLESS,
U. S. N.:

"For conspicuous gallantry and exceptionally distinguished service above and beyond the call of duty as Communication Officer of the U. S. S. *San Francisco* in combat with enemy Japanese forces in the Battle of Guadalcanal, November 12-13, 1942. In the midst of a violent night engagement, the fire of a determined and desperate enemy seriously wounded Lieutenant Commander McCandless and rendered him unconscious, killed or wounded the Admiral in Command, his staff, the Captain of the ship, the Navigator, and all other personnel on the Navigating and Signal Bridges. Faced with the lack of superior command upon his recovery, and displaying superb initiative, he promptly assumed command of the ship and ordered her course and gunfire against an overwhelmingly powerful force. With his superiors in other vessels unaware of the loss of their Admiral, and challenged by his great responsibility, Lieutenant Commander McCandless boldly continued to engage the enemy and to lead our column of following vessels to a great victory. Largely through his brilliant seamanship and great courage, the *San Francisco* was brought back to port, saved to fight again in the service of her country."

Chief Watertender Gets Highest Medal

The Congressional Medal of Honor has been awarded posthumously to Oscar V. Peterson, Chief Watertender, USN, for extraordinary courage and conspicuous heroism above and beyond the call of duty while in charge of a repair party during an attack on the U. S. S. *Neosho* by enemy Japanese aerial forces on May 7, 1942.

Lacking assistance because of injuries to the other members of the repair party and severely wounded himself, Peterson, with no concern for his own life, closed the bulkhead stop valves and in so doing received additional burns which resulted in his death.

☆ ☆ ☆

Captain Carney Given Distinguished Service Medal

Capt. Robert B. Carney, USN, has been awarded the Distinguished Service Medal.

As Operations Officer and later as Chief of Staff, Support Force, of a Task Force of the United States Atlantic Fleet, Captain Carney prepared all operational plans preceding and during belligerent operations of the Force, making important contributions to the escort-of-convoy instructions which resulted in the notable record of the safe escort of over two thousand ships with a loss of only eight ships, and the development of escort tactics which have proved highly effective in combating the submarine menace.

☆ ☆ ☆

Seven Midway Heroes Win Navy Cross

The Navy Cross was awarded to seven officers for extraordinary heroism during the Battle of Midway. They are:

Commander Ralph J. Arnold (SC), USN; Lt. Langdon K. Fieberling, USNR, who is missing in action; Ensign



—Associated Press photographs.

President Roosevelt personally confers posthumous decorations for two hero admirals to their sons, Lt. (jg) Daniel J. Callaghan, Jr., USN (left), and Midshipman Norman Scott, Jr. (See story in column one, page 56.)

Charles E. Brannon, USNR, missing in action; Ensign Oswald J. Gaynier, USNR, missing in action; Ensign Joseph M. Hissem, USNR, missing in action; Ensign Jack W. Wilke, USNR, missing in action, and Ensign Beverly W. Reid, USN, missing in action.

Commander Arnold was the Supply Officer of the U. S. S. *Yorktown*. He contributed greatly to the maintenance of material readiness of that vessel and her air group. In the battle he voluntarily served in the ammunition supply of a 5-inch gun and, during abandonment of the *Yorktown*, demonstrated organizing ability in directing personnel over the side.

Later in his tireless efforts to set up a commissary department for subsisting the salvage crew on board, Commander Arnold inspected lower deck compartments adjacent to those which had been flooded. When the U. S. S. *Hammann* was torpedoed, he made himself personally responsible for rescuing two members of her crew and later worked zealously in transferring wounded from the *Yorktown* to a tug alongside, even volunteering to return to that vessel after the salvage

party had abandoned her on June 6, 1942.

Lieutenant Fieberling was commander of a flight of Navy torpedo planes in action against enemy Japanese forces. In the first attack against an enemy carrier of the Japanese invasion fleet, Lieutenant Fieberling led his flight against withering fire from enemy Japanese fighters and anti-aircraft batteries.

Ensigns Brannon, Gaynier, Hissem, and Wilke received their awards for extraordinary heroism and meritorious devotion to duty as pilots of Navy torpedo planes in action against enemy forces. In the first attack against an enemy carrier of the Japanese invasion fleet, they pressed home their attacks in the face of withering fire from enemy Japanese and anti-aircraft batteries.

Ensign (then Machinist) Reid was a member of a combat patrol on June 4, and sighted two enemy torpedo planes approaching the U. S. S. *Yorktown*. He intercepted and shot down the first craft, then pressed home his attack against the second until his persistent fire had rendered sufficient damage to

cause the plane to burst into flames. Again, on June 6, as a member of an attack group, he defied a tremendous barrage of concentrated anti-aircraft fire to strafe an enemy destroyer at close range and inflict considerable damage upon that vessel.

☆ ☆ ☆

Gets Gold Star As Second Navy Cross

Lt. Arthur J. Brassfield, USN, has been presented with a Gold Star in lieu of a second Navy Cross.

As pilot of an airplane in the Battle of Midway on June 4, 1942, in company with four other friendly fighter planes, Lieutenant Brassfield intercepted a formation of 18 Japanese dive bombers approaching the *Yorktown*. In the face of fierce opposing fire, he personally destroyed three of the enemy craft and damaged two others. Later, during the same action with the enemy, he vigorously attacked and shot down in flames a Japanese dive bomber which was strafing survivors of a torpedo plane that had made a forced landing at sea.

The Navy Cross was awarded to Lt. Richard H. Best, USN, and Ensign Reid W. Stone, USNR.

Lieutenant Best led his squadron in vigorous and intensive dive-bombing attacks against the Japanese invasion fleet at Midway, defying a formidable barrage of antiaircraft fire and fierce fighter opposition.

Ensign Stone also fought in the Midway action.

Participating in a devastating assault against a Japanese invasion fleet, Ensign Stone pressed home his attacks in the face of a formidable barrage of antiaircraft fire and fierce fighter opposition.

☆

Lt. Arthur L. Downing, USNR, was awarded the Navy Cross. As pilot of an airplane of a Scouting Squadron in action against enemy Japanese forces at Tulagi Harbor, and in the Battle of the Coral Sea, he vigorously and persistently pressed home attacks in the face of heavy antiaircraft fire, sinking or damaging a number of enemy Japanese vessels at Tulagi, and sinking one carrier and sinking or

severely damaging another in the Coral Sea.

☆

Capt. Armond H. Delalio, Second Lt. Jesse D. Rollow, Jr., and Second Lt. Thomas J. Moore, all USMCR, have received Navy Crosses for heroism displayed during action against Japanese forces at Midway, June 4 and 5, 1942. During the initial attack upon an enemy aircraft carrier, they dived their planes, amid heavy antiaircraft fire, to the perilously low altitude of 400 feet, before releasing their bombs. Captain Delalio's craft was struck by numerous shrapnel and machine gun bursts, but he returned safely to his base despite hazardous weather conditions. After less than four hours' sleep, he participated in an assault which resulted in the severe damaging of a Japanese battleship.

☆

Lt. Comdr. Thomas M. Brown, USN, was given a Navy Cross for service against the enemy during the Battle of the Coral Sea. He was di-

rectly responsible for the destruction of three enemy Japanese planes and the damaging of at least four others. Following the attack, while the *Neosho* was in a sinking condition, he assumed and performed the duties of Executive Officer in making preparations to abandon ship.

Lt. David Nash, USN, who is officially listed as missing in action, was awarded a Navy Cross for heroism in combat with the enemy while aboard a United States Naval vessel. While exposed to frequent horizontal and dive bombing attacks by enemy Japanese air forces, Lieutenant Nash participated in operations of strategic importance involving hazardous missions.

☆ ☆ ☆

Distinguished Flying Cross Given

The Distinguished Flying Cross was presented to the following men: Willard J. Gilstrap, ARM1c, USN; Leroy E. Bartels, PHOM1c, USN; Lewis G. Hamilton, PHOM1c, USN; Mark E. Staff, PHOM2c, USN; Albert D. Hensley, ARM1c, USN; Franklin D. Kreeger, RM3c, USN; Edward V. Cosgrove, S1c, USN; Dana M. Manion, S1c, USN; Roy R. Ghilardi, S1c, USNR.

Gilstrap was cited for extraordinary achievement in aerial combat as radio-man gunner of a torpedo plane in action against Japanese forces in the Coral Sea. While subjected to intense antiaircraft fire, and in the face of fierce fighter opposition, Gilstrap participated in determined attacks on Japanese aircraft carriers. His plane scored a torpedo hit on each of two carriers.

Bartels, Hamilton, and Stagg were cited for extraordinary achievement in the line of their profession as photographers, flying in torpedo planes in action against enemy Japanese forces in the Battle of the Coral Sea. While subjected to intense antiaircraft fire, and in the face of fierce fighter opposition, they participated in an attack on an enemy Japanese carrier and succeeded in obtaining photographs of the engagement in spite of these hazardous conditions.

Cosgrove, Manion, Hensley, and Kreeger were cited for extraordinary achievement in aerial combat as radiomen gunners of torpedo planes in action against enemy forces in the



"That extra-wide, right side? Why, that's our special model—lots of room for pinning ribbons."

Coral Sea. While subjected to intense antiaircraft fire, they participated in the attacks on Japanese aircraft carriers. Due to skillful and effective countermeasures against enemy fighters attacking their squadron, two enemy fighter planes were shot down and destroyed by rear seat gunfire.

Ghilardi was cited for extraordinary achievement in aerial combat as radioman gunner of a torpedo plane in action against enemy forces in the Coral Sea. Ghilardi's plane scored a torpedo hit on a Jap carrier which contributed to her destruction and was an important factor in the success attained by our forces in the Battle of the Coral Sea.

☆

Three enlisted men were awarded the Silver Star Medal: Floyd E. Richards, SM1c, usn, Joseph D. Leahy, RM2c, usnr, Ward L. Gemmer, Cox, usn.

All three were cited for conspicuous gallantry and intrepidity as members of the Armed Guard aboard a merchant vessel during aerial attacks upon that vessel by enemy forces. Manning their battle stations with courage and efficiency in the face of large-scale raids upon the convoy of which their ship was a part, they contributed to the high morale and aggressive fighting spirit which enabled the blasting guns of the ship to damage one enemy torpedo bomber and send another crashing into the sea.

PROMOTIONS

for Conspicuous Action

Ten men who distinguished themselves by their duties of servicing, repairing, and rearming their squadron's planes under the most difficult circumstances, and in complete disregard of their own personal safety, were advanced in rating by authority of Commander Aircraft, South Pacific Force.

Names of the 10 and their new ratings follows: Edward LaVerne Bell, ACMM, usn; Joseph Walter Buddi, ACMM, usn; Francis Burgen Farris,

AMMM 1c, usn; Archie Joseph Ferguson, AOM 1c, usn; William Hal McDonald, AM 1c, usn; Leonard Johnnie Perkins, ACMM, usn; Edward Popovich, ACOM, usn; Charles Edward Savo, AMM 1c, usn, and Burton Richard Tabbert, ACMM, usn.

☆

Advancement to his present rating came to James Edgar Allen, Chief Signalman, usn, on the occasion of his third commendation. Twice before he had been commended by his commanding officer for splendid performance of duty.

His third commendation was for meritorious conduct as a member of the crew of the vessel to which he was attached on her first war patrol, for having participated in the attack on and the destruction of one enemy vessel; also for splendid performance of duty as Chief Signalman on the second war patrol conducted by his ship.

☆

Meritorious advancement in rating has been awarded to five enlisted men for outstanding performance of duty.

Clarence Edwin Oldenburg was advanced to Chief Boatswain's Mate for his calm courage and great fortitude in being the last man to leave a sinking plane. He had been placed to handle the towing bridle and hawser.

Also advanced to the next higher rating were: Guy Hillis Boos, Torpedoman, first class, usn. Frank John Dyboski, Chief Electrician's Mate, usn. Richard Earl Hemphill, Chief Machinist's Mate, usn. Carlos Tulao, Officer's Steward, second class, usn.

The promotions were made "for uniformly excellent performance of duty" during extended war patrols.

☆

For efficiently carrying out the duties of their ratings in action against the enemy, two enlisted men, Ray Ellwood Cain and Dean Forest McChesney, have been advanced from machinist's mate, first class, to chief machinist's mate, and from fire controlman, first class, to chief fire controlman, respectively.

COMMENDATIONS

for Meritorious Service

For their services in organizing and directing convoy protection methods, Admiral James L. Kauffman, usn; Capt. Henry M. Mullinix, usn; Capt. Stuart H. Ingersoll, usn, and Capt. Frederick W. Pennoyer, Jr., usn, have been commended by the Secretary of the Navy.

Admiral Kauffman, as commander of a force of the United States Atlantic Fleet, conducted specialized training of his force in antisubmarine tactics which subsequently contributed to the safe escort of convoys and other shipping.

Captain Mullinix, commander of an air command, conducted the equipping, specialized training, and operations of aircraft in antisubmarine and escort-of-convoy operations which contributed to the safe escort of shipping.

Serving on the staff of a force commander of the Atlantic Fleet, Captain Ingersoll made important contributions to the development of training plans and to the antisubmarine tactics of surface vessels and aircraft employed in the safe escort of a number of ships.

Captain Pennoyer also served on the staff of a force commander of the Atlantic Fleet. While in that service he planned and supervised the conversion and alteration of surface vessels and aircraft for escort-of-convoy employment, and thereby made an important contribution to operations which resulted in the safe convoy of a large number of ships.



(See page 61)

Five Officers Given Commendations

Five officers have received letters of commendation for meritorious service in conducting escort operations.

They are: Capt. William K. Phillips, USN; Capt. Harold C. Fitz, USN; Commander Logan McKee, USN.

Captains Phillips and Fitz were praised for conducting their escort operations with utmost skill and success and were to a large extent responsible for the remarkably outstanding record produced in these operations.

Commander McKee was commended for contributing largely to the material preparation and maintenance of the escort vessels of the Force prior to and during the operations which resulted in the safe escort of a large number of ships.

During a sustained attack by enemy bombers and torpedo planes, Lt. Comdr. William J. Catlett, USN, assisted the Captain of his ship in effectively maneuvering the ship by his alert and courageous observations and reports of the enemy's tactics, without which the ship could not have been maneuvered to escape damage. He was commended for skill, bravery, and devotion to duty on this occasion.

A letter of commendation was awarded Lt. William E. Dunlap, USNR.

When his ship and another vessel collided he reentered the main engine room of his ship when it was still not certain that the vessel would remain afloat. He found the room flooded with water to a depth of from four to six feet, the water covered with a film of oil, and the room filled with fumes and in total darkness, except for his flashlight. There he searched carefully for survivors and extricated Lt. (j. g.) Alexis J. Nepper, USNR, thereby saving his life.

☆ ☆ ☆

Six From "Yorktown" Are Commended

Four officers and two warrant officers were commended for meritorious service aboard the U. S. S. *Yorktown* during the Battle of Midway. They are Commander Oscar Pederson, USN; Lt.

Comdr. Clarence C. Ray, USN; Lt. Ralph E. Patterson, USN; Lt. Donald S. Scheu, USN; Machinist Oscar W. Myers, USN; and Carpenter Boyd M. McKenzie, USN.

Commander Pederson was Air Group Commander and Flight Director as well as Fighter Director. His superb organization and planning of the details of group operations were largely responsible for the outstanding performance of the ship's air group. Commander Pederson directed fighter planes in the defense of the *Yorktown* and accompanying vessels in such a manner as to utilize the fighters to the utmost of their power and to destroy the majority of attacking planes.

Lieutenant Commander Ray, the Communications Officer, personally supervised the aircraft communications and kept them functioning in spite of casualties from bomb hits. He volunteered to return aboard the *Yorktown* with the salvage party and entered and inspected various compartments while the ship was in a precarious condition. By his efforts, the secret and confidential material in various parts of the ship was safeguarded, and the secret files were saved.

Although Lieutenant Patterson had been relieved of his duties as assistant to the First Lieutenant and Damage Control Officer and was taking over the duties of Communication Officer, he volunteered to return to the carrier with the salvage party in order to make available to the First Lieutenant his knowledge of the ship and of damage control. Lieutenant Patterson assisted greatly in determining the extent of underwater damage and in formulating plans to correct the list of the ship, in order that she might be brought to port. While he was engaged in the inspection, the ship was torpedoed by an enemy submarine. Lieutenant Patterson also volunteered to return to the ship the following day in order to continue in assisting in salvage operations.

Lieutenant Scheu, as Damage Control Officer, was a member of the volunteer salvage party and played a major part in the inspection of the damaged compartments while the ship had a dangerous list. He determined the extent of the fire which was still burning as a result of a bomb explosion in the rag stowage compartment

adjacent to the gasoline system, and contributed greatly toward the extinguishing of that fire. After the ship was again torpedoed he volunteered to return the following day to continue salvage operations.

A serious conflagration and the loss of many lives was undoubtedly prevented by the operation of a protective system for the gasoline fueling lines which had been devised and installed by Machinist Myers. The system operated in spite of a fire caused by a bomb explosion in an adjacent compartment, and contributed greatly toward the ship's ability to launch additional fighters in time to oppose an enemy torpedo attack.

Carpenter McKenzie led fire-fighting parties and contributed greatly toward the early extinguishing of many fires caused by the explosion of enemy bombs. He was a volunteer member of the salvage party and made inspections and investigations in spaces below decks. He also directed salvage operations at the scene of the fire below decks in close proximity to the gasoline tanks.

☆ ☆ ☆

Midway Officers Receive Letters

Five officers who served on the staff of a task force commander at the Battle of Midway were awarded identical letters commending their "courage, skill, and perseverance" and pointing out that their "sound reasoning, excellent judgment, and tireless devotion to duty" contributed materially to the success of the campaign.

They are: Commander Harry A. Guthrie, USN; Commander Walter G. Schindler, USN, who previously had been awarded the Navy Cross for his service in the Battle of the Coral Sea; Lt. Comdr. Charles B. Brooks, Jr., USN; Lt. Comdr. Harry Smith, USN, and Lt. Comdr. Alexander C. Thorington, USN.

☆ ☆ ☆

Two Commendations For Ensign

Commendations for service aboard the U. S. S. *Yorktown* in both the Battle of the Coral Sea and the Battle

of Midway were awarded Ensign Vane M. Bennett, USN.

In the earlier engagement, Ensign Bennett located the point of breakdown when certain vital equipment became inoperative and effected repairs during the height of attack by dive bombers, fighters, and torpedo planes and while endangered by our own machine guns and anti-aircraft fragments.

During the Battle of Midway, Ensign Bennett kept his equipment operating through the heavy bombing attack until it was rendered useless as a result of torpedo hits. His efforts enabled the Fighting Director to employ his fighting planes to the best advantage against the enemy.

☆

For designing new items of Navy equipment, Commander Leon D. Carson (MC), USN, and Lt. Comdr. Donald L. Hibbard, USNR, have been commended.

Commander Carson contributed largely to the development of the Polaroid Adapter (Carson type), single aperture goggle, now extensively in use for improving night vision and for other use by the armed forces. The basic design for the goggle was Commander Carson's original development, and his contribution of that design has resulted in a large saving to the government.

Lieutenant Commander Hibbard invented an improved device for use in gunnery training. Through his design and development work the Navy now has issued a practical device for training men how to aim correctly in air combat. This device has been proving itself to be of real value in the furtherance of the war effort.

☆

Two officers of a Motor Torpedo Boat Squadron, Lt. (jg) John W. Ewell, USNR, and Ensign Charles R. White, Jr., USNR, have received commendations for their part in rescuing men whose skiff had capsized in heavy surf.

Lieutenant Ewell launched a rubber life raft from a motor torpedo boat beyond the surf and paddled to the upturned skiff, rescuing several

men who were near collapse due to exposure and the heavy seas.

Ensign White launched a 12-foot dinghy and made several perilous trips to the capsized skiff, also rescuing several men who were near collapse.

For his part in rescue work undertaken after abandonment of the U. S. S. *Lexington* during the Battle of the Coral Sea, Lt. (j. g.) Calvert G. Chipchase, USNR, was commended.

Lieutenant Chipchase made his way to a motor whaleboat near the *Lexington*, took charge of the boat and began the rescue of survivors swimming nearby on the windward side of the ship. When the boat was filled, he proceeded to the leeward side, personally steered through a heavy pall of smoke and skillfully towed to safety several life rafts which were hopelessly fouled against the side of the fast drifting *Lexington*, then in imminent danger of internal explosion.

☆

For serving with distinction on the U. S. S. *Yorktown* during the Battle of the Coral Sea, Lt. John D. Huntley, USN; Lt. John R. Wadleigh, USN; Lt. (j. g.) Edward A. Kearney (MC) USN; and Ensign Maurice E. Witting, USN, received letters of commendation.

Lieutenant Huntley, through his coolness and presence of mind, maintained an effective anti-aircraft fire against various Japanese torpedo and dive-bombing attacks, shooting down at least 3 enemy torpedo planes.

Lieutenant Wadleigh, control officer of an anti-aircraft battery, also maintained effective anti-aircraft fire which resulted in the downing of at least 4 enemy torpedo planes.

Lieutenant (j. g.) Kearney was junior medical officer. When an enemy bomb hit the ship and exploded, he immediately went to the scene. He entered the blazing, smoke-filled compartment and made immediate examinations to determine which of the men were still alive, directing the rescue of those who showed signs of life. The immediate medical attention which he rendered undoubtedly resulted in saving the lives of several

men who were seriously burned or otherwise seriously wounded.

Ensign Witting was Ship's Gunner and Aviation Ordnance Gunner for 7 months prior to and during the battle. He was responsible for the high state of readiness of the *Yorktown's* armament during the engagement. Ensign Witting also supervised the preparation for firing of a great number of torpedoes and of heavy bombs dropped on Japanese ships. Although wounded, Ensign Witting remained at his station throughout the battle.

☆

The following three officers have received letters commending them for courageous performance of duty while under attack: Lt. Comdr. Samuel E. Latimer, USN, Lt. (jg) George B. McManus, USNR, Lt. (jg) Mervin O. Slater, USN.

Lt. Comdr. Latimer was commended for distinguished service as the Flag Secretary on the Staff of a Task Force Commander during the Battle of Midway.

Lieutenant (jg) McManus was commended for correcting an error of routing, by securing amplified light-erage and by arranging for a reinforced offshore screen.

Lieutenant (jg) Slater was commended for heroism and meritorious service as assistant to the first lieutenant and stability control officer, U. S. S. *Yorktown*, in the Battle of Midway. During the bombing attack and following it, he took an active part in directing the fighting of fires caused by enemy bombs, in the repair of damaged fire mains, and in the correct setting of damage control



(See page 63)

pumps and valves for the control of stability. After the ship was again torpedoed he volunteered to return the following day to continue salvage operations.

☆

The following 14 members of an Armed Guard crew were commended for their actions during air attacks on their vessel:

Chester Monroe Pennington, BM2c, USN; Sheldon Francis Rauh, GM2c, USN; James Reginald Ware, Jr., SM3c, USN; Herbert Calvin Toussaint, RM3c, USN; Robert Eugene Hallisey, S1c, USN; Simeon Daniel Nettles, S1c, USN; John Wilkins Pettus, S1c, USNR; Thomas Elmer Reid, S1c, USNR; William Clark Rice, S1c, USNR; John William Rhodes, S1c, USNR; Cross R. Rogers, Jr., S1c, USNR; Champ Seely, S1c, USNR; John Wilford Smith, S1c, USN, and Claude Ernest Snead, S1c, USNR.

On numerous occasions during a voyage enemy planes attacked the convoy of which their ship was a part and several attacks were made on their vessel. However, because of the prompt action of the crew in manning the machine guns, no casualties or damage to the ship resulted.

Robert Edward Dingethal, BM2c, USN, who was a member of an Armed Guard crew on a ship which was torpedoed without warning by an enemy submarine, was commended. When the submarine attacked, the Armed Guard immediately manned the guns and fired on it when it returned later for a second attack, causing it to submerge before inflicting further damage.

☆

Joseph Peter Chromchak, S1c, USN; Dean Willis Clark, S1c, USN; Lawrence Collins, S1c, USNR; Delford Harold Curson, S1c, USNR; Howard Winton Conover, S2c, USN, and Emerson John Cooksey, S2c, USN, Armed Guard crew members, were commended for their conduct during numerous bombing attacks on their ship.

On two occasions enemy planes approached the vessel, but due to effective machine-gun fire, they were driven off, one plane probably having been hit several times. During all attacks, the Armed Guard crew was on duty and went into immediate action when attacked.

An Armed Guard crew which kept up constant fire during an attack by enemy planes, damaging one and sending another crashing into the sea, were commended. They are Harold John James, S1c, USNR; Melvin Wesley Duff, S2c, USN; George Burke Dailey, S2c, USN; Leonard Levear Cutchens, S2c, USNR; Donald Eugene Roberts, S2c, USN; Pasquale Angelo Romano, S2c, USNR, and Virgil Joseph Shelby, S2c, USNR.

☆

Five members of an Armed Guard crew received identical letters of commendation praising them for their service in repelling an attack on their ship by nine enemy dive bombers.

The men are Duncan Henry Yentzer, BM2c, USN; Jessie Phillip Davis, S1c, USNR; William Clifton Fisher, S2c, USN; Joe Patton Hemphill, S2c, USNR, and Edward Henry Slivenski, S2c, USN.

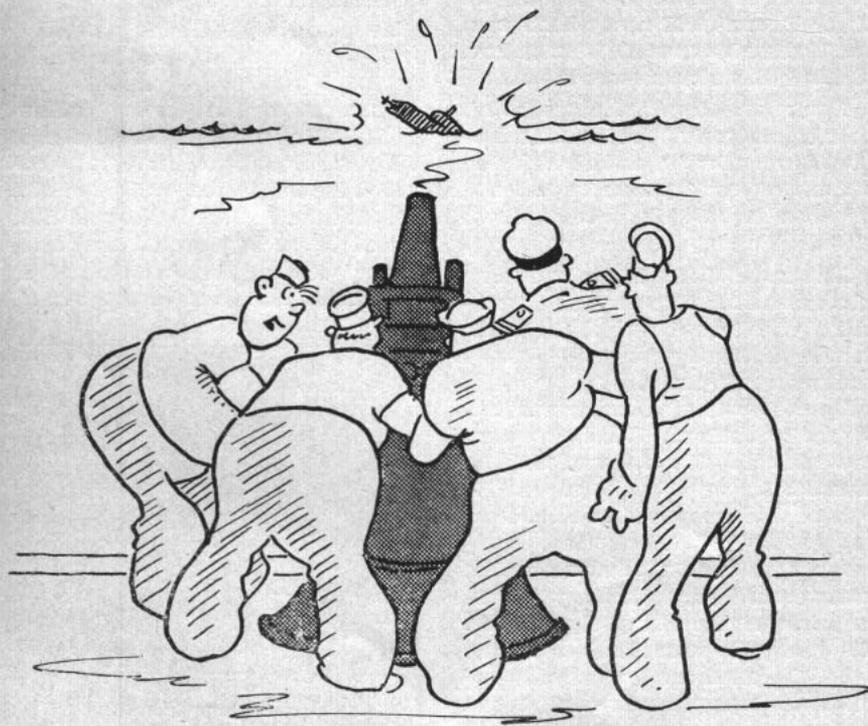
On the arrival of their ship at an Allied port, an aerial attack was made by the enemy on the town. During the course of the raid, their vessel was the target for nine enemy dive bombers. With the men maintaining effective and continuous gun fire, five of the planes were driven off without having released their bombs.

The other four planes dropped bombs and machine gunned the exposed Navy and merchant personnel, but only one casualty and very little damage to the ship resulted. The ship's batteries probably seriously impaired four enemy planes.

☆

Undergoing enemy aerial attacks on their ship on two successive days and shooting down two planes, destroying one and damaging another, the 14 members of an Armed Guard crew who rushed to their battle stations without confusion and opened fire have received commendations. They are:

Henry Carl Taylor, SM2c, USN; William Tate Belew, S1c, USNR; James Herman Blanchette, S1c, USNR; Burnley Gayle Brinkley, S1c, USNR; Busby Franklin Brock, S1c, USNR; Benjamin O. T. Burlison, S1c, USNR; Willie Linwood Cannon, S1c, USNR; Clyde Beaver Caskadon, S1c, USNR; Leroy Gilbert Connors, S1c, USN; Robert McCoy



"O'Boy! Just like in the Newsreels!"

—The Chaser.

Cooper, S1c, USN; John Thomas Hardy, S1c, USNR; Charles Franklin McKim, S1c, USN; Jack Ray Myhre, S1c, USNR, and Robert William Kendall, S2c, USN.

☆

Seven members of the Armed Guard crew of a merchant vessel were awarded letters of commendation for their performance of duty under repeated aerial attacks. The men are: Marvin Dale Coslet, GM3c, USNR; Fred Alton Couch, GM3c, USNR; Gerald Edwin Cox, GM3c, USNR; John Edward Craig, GM3c, USNR; Donald Eugene Corp, S1c, USN; Allen Ray Denning, S1c, USNR; Ashby Reynolds Tippett, S2c, USNR.

They were commended for their action as members of the Armed Guard crew of a merchant vessel when the convoy was subjected to repeated aerial attacks. The prompt and well-timed counterattacks made by the crew resulted in the destruction of two enemy planes.

☆

Ten enlisted men who were members of the Armed Guard crew of a merchant vessel were praised for conduct while under repeated enemy attacks. The men are: William Henry Caldwell, RM2c, USN; Ernest Lee Fox, SM2c, USN; Harry Parks Wilson, Cox., USN; Frederick Arthur Anderson, S1c, USNR; Ralph Anthony Augustine, S1c, USN; John William Edrington, S1c, USN; Robert Estel England, S1c, USN; Richard Gordon Evans, S1c, USNR; Harvey Schmidt, S1c, USN; Albert Lavigne Duciaome, S2c, USN.

Every type of air attack was made on the convoy, and their ship was the target for enemy bombers for eight consecutive days while unloading in an Allied port. On at least two occasions enemy planes were forced to abandon direct attacks on the vessel because of its fire.

Eight members of the Armed Guard crew of a merchant ship were commended for the defense of their ship under heavy enemy attack. They are:

Templet Von Steuben Mustard, RM3c, USNR; Gordon James Davis, S1c, USNR; Forest Leland Kelley, S1c, USNR; Paul Edward Krause, S1c, USN; Millard Leroy Winfrey, S1c, USN; Jesse

Kay Woody, S1c; Edward Milton Harchenhorn, S2c, USN; Fred Johnson, Jr., S2c, USNR.

These men were praised for their action in defending their ship when, as a part of a convoy, it was subjected to continuous and protracted air attacks. One attack occurred when the ship was stranded in an open stretch of water without protection. Due to the prompt and efficient performance of duty by the Armed Guard crew, the vessel suffered no serious damage.

☆

Two enlisted men, now missing in action, were commended for courageous action during the Japanese aerial attack on the Navy Yard at Cavite, P. I.

They are Boatswain Martin Binder, USN, and Machinist Rollin Maurice Reed, USN. Their ship, despite the severe bombing attacks by enemy aircraft at the time, and without the use of regular steering equipment, towed to safety another U. S. Naval vessel and assisted generally in clearing the docks of that Navy Yard, then a roaring inferno, of naval vessels and yard craft secured thereto.

☆

Six enlisted men were commended for their performance of duty while serving as members of the Armed Guard crew aboard a merchant vessel when the vessel was attacked by an enemy submarine. They are: Charles Elmer Sharkey, Cox., USN; Claude Harold Chipman, S2c, USNR; James Cooper Moore, S2c, USNR; Ernest Eugene Rawls, S2c, USNR; Edwin Ladd Smith, S2c, USNR; George Widgeon, Jr., S2c, USN.

☆

The following men, members of the Armed Guard crew aboard a merchant vessel, have received letters of commendation for outstanding conduct during dive-bombing attacks upon their ship: Robert Glenn Gilmore, SM3c, USN; Alfred Frederick Cito, S1c, USN; Edward Rudolph Drogon, S1c, USNR; Bert Paul Emery, S1c, USNR; Stanley Joseph Evans, S1c, USNR; J. R. Howard, S1c, USNR; Charles Joel

Vaughan, S1c, USN; Joseph Willard Bland, S1c, USN; Joseph Konopka, Jr., S2c, USNR.

☆

Nine enlisted men, members of the Armed Guard crew aboard a merchant vessel, have been commended for effective counterattacks made on enemy aircraft and damaging two enemy planes. The men are Thomas Walker Almond, RM3c, USNR; Robert Vernon Campbell, SM3c, USN; Hugh Ludwig McLean, S1c, USNR; William Matthews Moore, S1c, USN; Vance Thomas Murdock, S1c, USNR; Dudley B. Nelson, S1c, USNR; Patrick Henry O'Kain, S1c, USNR; William Nelson Outlaw, S1c, USNR; and Leon Wesley Page, S2c, USNR.

☆

William Robert Pacini and Vincent Clarence Williams, both S2c, USN, were commended for rescuing a third enlisted man from drowning and for administering artificial respiration, thus saving his life.

The two seamen saw Arthur Joseph Schwanke, MM1c, USN (Ret.), who was unable to swim, struggling between his ship and the bow of another vessel in the Severn River at Annapolis. They went to his rescue and swam with him to a nearby float. After getting Schwanke aboard, they noticed that he had ceased to breathe. They remained with him and administered artificial respiration until normal breathing was resumed.

☆

John Joseph Curran, S1c, USNR, was commended for his action in rescuing a shipmate who had fallen overboard.



(See page 65)

Advanced to Commander

Officers of the line designated for promotion by Alnav 270

There are listed below the names of those officers of the Line of the Navy who were recently designated for promotion to the rank of Commander for temporary service. Those carried in the records of the Bureau of Naval Personnel in an active status were appointed by Alnav No. 270, dated Dec. 15, 1942, or previous authority. Those listed who, on December 15, 1942, were missing or prisoners of war will be appointed upon their return to Naval jurisdiction if then recommended by their respective Commanding Officers:

Lloyd D. Follmer.
Hubert W. Chanler.
Thomas D. Wilson.
George W. Welker, Jr.
John M. McIsaac.
Balch B. Wilson, Jr.
Henry F. Agnew.
Kenneth D. Ringle.
Arthur C. Smith.
Herbert A. Anderson.
Orrin R. Hewitt.
George B. Evans.
Walter E. Holden.
John S. Hawkins.
Thomas O. Brandon.
Chester C. Farmer.
Clarence L. Waters.
Elder P. Johnson.
Albert L. Prosser.
Harold J. Bellingham.
John E. Gabrielson.
Joseph E. Jackson.
Forrest A. Rhoads.
Clarence J. Ballreich.
Reinhard C. Moureaux.
William I. Leahy.
Haskell C. Todd.
Van Fitch Rathbun.
John W. Marts, Jr.
John P. Curtis.
William A. P. Martin, Jr.
Stanley E. Martin.
Frank W. Schmidt.
Edward H. McMenemy.
Charles R. Skinner.
Ellsworth D. McEathron.
Francis Taylor.
William A. Swanton.
Beverly A. Hartt.
Melvin H. Bassett.
Raleigh B. Miller.

Charles R. Woodson.
William P. Hepburn.
Solomon S. Isquith.
Ralph P. Noisat.
Joseph W. Long.
Joseph G. Pomeroy.
Morgan C. Barrett.
Henry G. Williams.
Clarence V. Conlan.
Edward J. Milner.
John F. Grube.
Llewellyn J. Johns.
Eugene P. Sherman.
William G. Fewel.
William G. Forbes.
Edmund Kirby-Smith, Jr.
Charles W. Roland.
Francis J. Firth.
John F. Madden.
Edward I. McQuiston.
Angus M. Cohan.
Charles J. Marshall.
Walter S. Keller.
Oral R. Swigart.
Buell F. Brandt.
Myron E. Thomas.
Raymond D. Edwards.
William L. Ware.
Arthur L. Hamlin.
Preston S. Tambling.
Arthur A. Clarkson.
Ellwood E. Burgess.
Douglas P. Stickley.
Michael J. Malanaphy.
Peter J. Neimo.
Edwin V. Raines.
Charles M. Furlow, Jr.
John P. Bennington.
David W. Hardin.
Luther B. Stuart.
Hallock G. Davis.
Harold R. Stevens.

Walter W. Rockey.
Henry D. Wolleson.
Harry T. Chase.
George K. Hodgkiss.
Edwin R. Duncan.
Charles D. Beaumont, Jr.
Alfred H. Richards.
John C. McCutchen.
Francis D. Hamblin.
Harold H. Connelley.
Albin R. Sodergren.
Robert A. MacKeracher.
Joseph E. M. Wood.
Charles H. Walker.
Francis L. Robbins.
Thomas E. Kelly.
Wallace E. Guitar.
William A. Fly.
Edward R. Sperry.
John R. McKinney.
Victor B. Tate.
Robert E. Cofer, Jr.
Winston P. Folk.
Philip H. Jenkins.
John P. B. Barrett.
Henry F. Mulloy.
George W. Allen.
Elmer E. Berthold.
Francis J. Grandfield.
William C. France.
Homer B. Wheeler.
Harold H. Tiemroth.
Summer K. Maclean.
Paul L. F. Weaver.
Theodore J. Shultz.
Thomas A. Huckins.
Hubert M. Hayter.
Forrest R. Bunker.
Charles A. Legg.
Herbert K. Gates.
Solomon F. Oden.
Jose M. Cabanillas.
Carl E. Cullen.
Audley L. Warburton.
Colby G. Rucker.
Roy D. Williams.
Neill Phillips.
John A. Holbrook.
Archibald G. W. McFadden.
Thomas S. Cameron.
Russell J. Bellerby.
Dewey H. Collins.
William V. Deuter-mann.
Joseph W. Fowler.
John H. Morrill.
Elliott W. Shanklin.
Hugh B. McLean.

Chester E. Carroll.
Gerald B. Ogle.
John M. Sweeney.
Frederick J. Ilse-mann.
Robert S. Bertschy.
Harold B. Edgar.
Joseph A. Farrell, Jr.
James C. Landstreet.
Burnice L. Rutt.
Henry Plander.
Paul S. Crandall.
William J. Marshall.
Victor D. Long.
Henry Crommelin.
James M. Robinson.
Redfield Mason.
Thomas B. McMurtrey.
Frederick K. Loomis.
John W. Murphy, Jr.
Martin R. Peterson.
Robert L. Adams.
Edward N. Parker.
Ernest M. Eller.
Lewis Wallace.
Richard G. Voeg.
Willis A. Lent.
Stanley P. Moseley.
Edward K. Walker.
George L. Purmort.
Richard A. Larkin.
Edmund B. Taylor.
John H. Long.
John L. Melgaard.
Robert E. Cronin.
Elmer C. Buerkle.
Frederic B. Warder.
Richard E. Elliott.
James A. McNally.
John R. Van Nagell.
Morton C. Mumma, Jr.
Jeane "R" Clark.
Anthony L. Rorschach.
Chester C. Smith.
George C. Wright.
David M. Tyree.
Ernest St. C. Von Kleck, Jr.
Jackson S. Champ-lin.
Rodmon D. Smith.
Claude A. Dillavou.
Wilfred B. Goulett.
Lewis S. Parks.
Harman B. Bell, Jr.
Donald C. Beard.
Kenneth V. Dawson.
Roger B. Nickerson.
Joseph W. Ludewig.
John S. Blue.
Merle Van Metre.
Knowlton Williams.
William C. Schultz.

William L. Messmer.
Clement R. Criddle.
Arthur H. Graubart.
Charles E. Tolman.
William J. O'Brien.
Jesse C. Sowell.
Edward L. Schleif.
Harold O. Larson.
Harry F. Miller.
Thomas Burrows.
Donald C. Varlan.
Harry H. Henderson.
Charles S. Weeks.
Kenneth C. Hurd.
William L. Wright.
Rex S. Caldwell.
Russell S. Smith.
Albert E. Jarrell.
Oliver F. Naquin.
Thomas H. Tonseth.
William L. Benson.
Waldeman N. Christensen.
Hunter Wood, Jr.
John J. Laffan.
Joseph H. Wellings.
William R. Head-den.
Barton E. Bacon, Jr.
Paul C. Crosley.
James "M" Hicks.
Edward L. Beck.
George A. Leahey, Jr.
William A. New.
William H. Stand-ley, Jr.
Frank P. Tibbitts.
Fred R. Stickney.
Warren P. Mowatt.
Carter A. Reintup.
Carroll D. Reynolds.
Howell C. Fish.
William E. Verge.
Charles A. Ferriter.
Philip S. Creasor.
William P. McGirr.
Willis H. Pickton.
William G. H. Lind.
Thomas C. Thomas.
Joe W. Stryker.
Eugene E. Paro.
Robert H. Gibbs.
Clarence "C" Ray.
George E. Fee.
Herbert P. Rice.
Lee F. Sugnet.
Warren W. John-son.
William L. Turney.
Malcolm D. Syl-vester.
Roland B. Vanasse.
Watson T. Singer.
William H. Trues-dell.
John F. Goodwin.
Cornelius M. Sull-ivan.
Fremont B. Eggers.
Reuben T. Thorn-ton, Jr.
Walter S. Mayer, Jr.
George F. O'Keefe.
Herman E. Schieke.

Cecil L. Blackwell.
Harry L. Ferguson, Jr.
Alexander C. Thor-ington.
William G. Beecher, Jr.
Charles F. Chilling-worth, Jr.
William S. Veeder.
Joseph H. Nevins, Jr.
Thomas C. Parker.
George J. King.
Frederick P. Wil-iams.
Phillip H. Fitzger-ald.
Harry B. Heneber-ger.
John E. Florance.
Robert N. McFar-lane.
Edwin R. Swin-burne.
Martin J. Drury.
John G. Johns.
Gelzer L. Sims.
David G. Roberts.
Thomas J. Kimes.
Thomas J. Hickey.
George R. Phelan.
Norman W. Sears.
James V. Query, Jr.
Clyde M. Jensen.
Walter C. Ford.
John H. Lewis.
William Kirten, Jr.
Lewis M. Markham, Jr.
Frank W. Fenno, Jr.
John Sylvester.
William O. Floyd.
Charles H. Lyman, 3rd.
Bert F. Brown.
John M. Taylor.
Jesse L. Phares.
Henry C. Bruton.
James H. Ward.
Howard W. Gil-more.
Chester L. Clement.
William S. White-side.
Alexander S. Mc-dill.
Malcolm S. Adams.
Alvord J. Green-acre.
William G. Myers.
John L. Burnside, Jr.
Charles F. Horne, Jr.
Walter E. Lina-weaver.
Edward N. Dodson, Jr.
Philip S. Morgan, Jr.
William J. White-side.
Francis D. Mc-Corkle.
Robert W. Cave-nagh.

Elton W. Grenfell.
 Frederic A. Graf.
 John C. S. McKillip.
 John B. McLean.
 Charles A. Buchanan.
 Joseph B. Stefanac.
 Karl J. Biederman.
 John F. Newman, Jr.
 Charles Adair.
 Willard M. Sweetser.
 Clarence Broussard.
 Karl F. Poehlmann.
 Spencer A. Carlson.
 Everett H. Still.
 Francis L. Black.
 John F. Gallaher.
 James F. Byrne.
 William G. Cooper.
 Douglas H. Fox.
 William L. Anderson.
 Eugene M. Waldron.
 Samuel M. Tucker.
 John J. Greytak.
 Jesse L. Hull.
 Stanley G. Nichols.
 Henri de B. Claiborne.
 Seth A. Shepard.
 Upton S. Brady, Jr.
 Charles N. Day.
 John A. Winfrey.
 Theodore C. Aylward.
 Eugene F. May.
 William R. Smedberg 3d.
 John H. Simpson.
 Hilan Ebert.
 Roy A. Gano.
 William K. Romero.
 Edward L. B. Weimer.
 Benjamin Van M. Russell.
 John E. Fradd.
 Robert B. Ellis.
 Valery Havard, Jr.
 Charles W. Moses.
 Gordon Campbell.
 Fondville L. Tedder.
 John A. Glick.
 Joseph H. Willingham, Jr.
 Ranson Fullinwider.
 John L. Woodbury.
 Charles Jackson.
 Walter L. Dyer.
 Edward S. Hutchinson.
 Charles T. Singleton, Jr.
 Lawrence H. Martin.
 Charles E. Crombe, Jr.
 Laurence H. Frost.
 Eugene S. Karpe.

Jacob E. Cooper.
 Malcolm A. Huffy.
 Luther K. Reynolds.
 Olin P. Thomas, Jr.
 Louis E. Gunther.
 Charles J. Whiting.
 Harold J. Pohl.
 George G. Crissman.
 John J. Hourihan.
 Samuel D. Simpson.
 Walter B. Davidson.
 Charles M. Ryan.
 Austin C. Behan.
 Herbert E. Schonland.
 Edward A. McFall.
 Max H. Bailey.
 Thompson F. Fowler.
 Lynn C. Petross.
 John F. Delaney.
 Virgil F. Gordinier.
 Hugh P. Thomson.
 Graham C. Gill.
 James M. Smith.
 Marvin J. West.
 Ernest J. Davis.
 Richard A. Guthrie.
 Bennett S. Coping.
 Frank L. Durnell.
 Alfred J. Benz.
 Winthrop E. Terry.
 John C. Hammock.
 Robert B. Goldman.
 Walter J. Whipple.
 Herald F. Stout.
 Nathaniel S. Prime.
 Frederick A. Davison.
 Allen M. Kemper.
 Thomas M. Wolverton.
 Vilhelm K. Busck.
 Herman O. Parish.
 Justus R. Armstrong.
 Nathaniel C. Barkner.
 Harold A. Fravel.
 Henry D. Rozendal.
 John L. Wilfong.
 Doir C. Johnson.
 Edwin S. Schanze.
 Douglas V. Gladding.
 Warren E. Gladding.
 Henry E. Bernstein.
 William E. Oberholtzer, Jr.
 Theodore W. Rimer.
 Earl K. Olsen.
 John K. Wells.
 Hubert E. Strange.
 Daniel J. Sweeney.
 Orville K. O'Daniel.
 Hamilton Hains.
 George W. Campbell.
 Theodore H. Kobey.

Erasmus W. Armtrout, Jr.
 Paul M. Curran.
 Diggs Logan.
 Douthey G. McMullan.
 Frederick C. Stelter, Jr.
 Thomas F. Conley, Jr.
 Ralph E. Westbrook.
 Orlin L. Livdahl.
 Guy B. Helmick.
 Daniel T. Birtwell, Jr.
 Wallace J. Miller.
 Samuel J. McKee.
 Clifford T. Corbin.
 Joe B. Cochran.
 Hamilton W. Howe.
 Donald McGregor.

Solomon D. Wilingham.
 Harry D. Johnston.
 William T. Kenny.
 John D. Sweeney.
 Duncan C. MacMillan.
 DeWitt C. E. Hamberger.
 Raymond S. Lamb.
 Joseph W. Callahan.
 Dwight M. Agnew.
 Benjamin F. Tompkins.
 Gale E. Griggs.
 Leonard Branneman.
 Charles L. Carpenter.
 John F. Walsh.
 Norman L. Holt.

Fixed Credit Changed For Navy Mail Clerks

The following has been received from the Chief Inspector of the Post Office Department:

"Replying to your letter of November 4, 1942, requesting authorization to increase the maximum amount of fixed credit of assistant Navy mail clerks from \$50 to \$100 during the present emergency, you are advised that the Second Assistant Postmaster General has informed this Bureau that there is no objection to the custody by assistant Navy mail clerks of stamp stock up to \$100 during the present emergency.

"The Second Assistant further advised that no action, however, will be taken relative to amending section 18, paragraph 6, of the Navy Mail Service pamphlet as the removal of the restriction in question is considered to be a duration measure."

INCOME TAX

(Continued from page 15)

Brand new is the "Victory tax," so-called by Congress, which is effective as of January 1, 1943, and is a wartime measure. It is levied on all incomes in excess of \$12 per week or \$624 per year, at a flat rate of 5 percent. The \$624 per year exemption is the same for everyone, regardless of marital status or dependents.

The Victory tax law provides for a post-war refund of 25 percent of the amount of Victory tax paid by single persons, and 40 percent of the amount paid by married persons, plus 2 percent on account of each dependent.

There is provision for the post-war refunds to be claimed currently when income-tax returns are made in 1944, to the extent that the taxpayer has paid certain life insurance premiums, reduced his indebtedness, or increased his net holdings of war bonds.

The Victory tax will be deducted from wages and salaries in the case of civilian workers, but it will NOT be deducted from the pay of members of the armed forces. Soldiers and sailors therefore will not have to pay the Victory tax until 1944. Victory tax returns covering 1943 incomes will be made in 1944 at the same time that regular income tax returns are made on 1943 incomes.

The special "exclusions" of \$250 for single persons and \$300 for married persons of the armed forces apply to the Victory tax as well as to the regular income tax.

Mystery Books Available To Ship's Service Stores

Mercury Mystery books, which retail for 25 cents each, can be obtained by Ship's Service Stores at cost price, 7½ cents per book, delivered by book post any place in the United States, according to the Welfare Division.

These books are uniformly 126 pages in length and are paper bound. The titles are chosen from books which have had a large and continuing sale.

Interested Ship's Service officers can contact the publisher, Mercury Books, at 570 Lexington Avenue, New York, N. Y.



—Rinaldi in the Hoist.
 (!!!)

New Bright Star in Sky

Navigators who noticed it prior to November 10 invited to report

Many navigators were no doubt surprised during the week of November 8 to find an unfamiliar bright star in the sky. They were probably still further perplexed to find that the star is not shown on the star chart in the Air Almanac nor in the Nautical Almanac.

The appearance of this bright star was first reported by the astronomer Dawson from La Plata, Argentina, on November 9. On November 11 its magnitude was observed to be 0.5, equal to that of Procyon. Its right ascension is $8^{\text{h}} 9^{\text{m}} 5$ (SHA, 237°) and its declination 35° S. Examination of detailed charts shows that prior to this sudden increase in brightness the star was certainly not visible to the naked eye.

This star, which will be designated Nova Puppis, is now (November 18) easily seen from latitudes south of 40° N. in the early morning. It is

about 20° Southeast of Sirius and 20° Northwest of Canopus.

Several novae are discovered each year, but only a few in a century become as bright as this one. Their general behavior is as follows. A faint star increases in brightness by as much as 10 or 15 magnitudes in the space of a few days. The brightness then drops rapidly for a few weeks and then more slowly for a considerable period of time, gradually approaching the original value. Some idea of the nature of the phenomenon is given by the fact that a change of 15 magnitudes corresponds to a million-fold change in brightness.

Navigators who noticed this star prior to November 10 are requested to communicate (if convenient) with the Naval Observatory. If estimates of brightness were made, they should be included, also the time and place of observation.

Air Almanac Will Contain New Material

For several decades the American Nautical Almanac has given the times of sunrise and sunset, moonrise and moonset, and *astronomical twilight* for latitudes from 60° S. to 60° N. The American Air Almanac, since its beginning, has contained the times of sunrise and sunset, moonrise and moonset, and the *duration of Civil Twilight* for the same latitudes.

Henceforth the tables on the daily pages of the Air Almanac will be extended to 70° N., and in addition graphs will be provided covering latitudes from 65° N. to the pole.

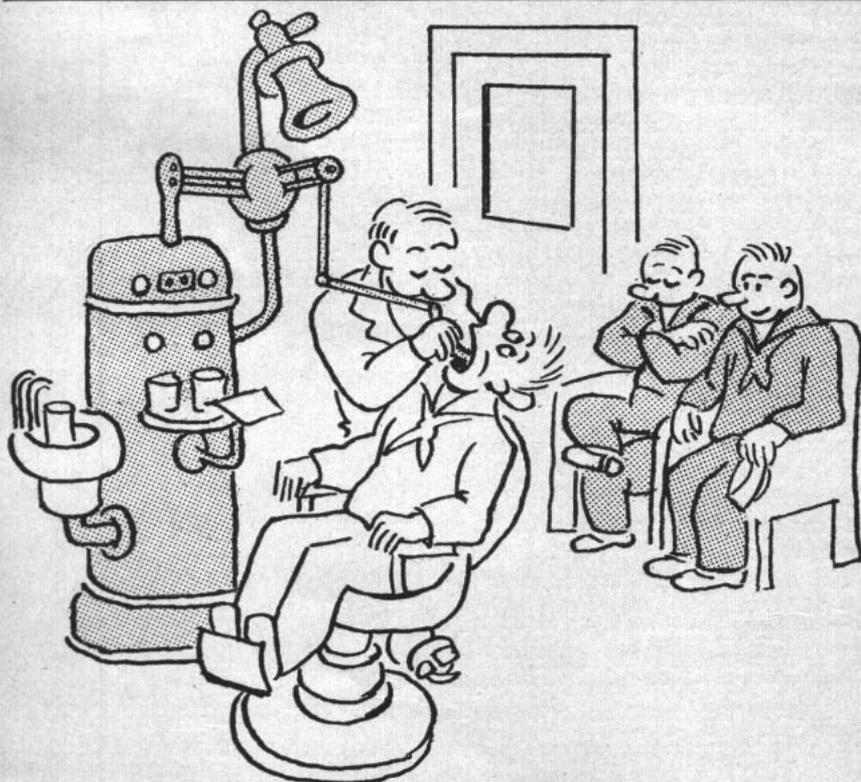
The graphs for the period January-April 1943 are now available and will be printed in the Air Almanac for May-August along with the regular ones for that period. The extension of the tables on the daily pages will first appear also in the May-August issue. Regular distribution of the Air Almanac for May-August will be made early in January, and requests for advance copies can be handled earlier.

These graphs were developed in the Nautical Almanac Office to give a simple and compact representation of the phenomena in high latitudes. They show not only the phenomena themselves but also the uncertainty in the time due to errors in assumed latitude, etc. The graphs for a four-month period occupy only two pages, yet the required data can be read from them very quickly.

Confidential Mail and Enlisted Reports

Due to the amount of work involved in handling confidential mail, the Chief of Naval Personnel recommends that reports of personal misconduct of enlisted personnel be forwarded to the Bureau of Naval Personnel as nonconfidential matter unless they involve matters of a subversive nature.

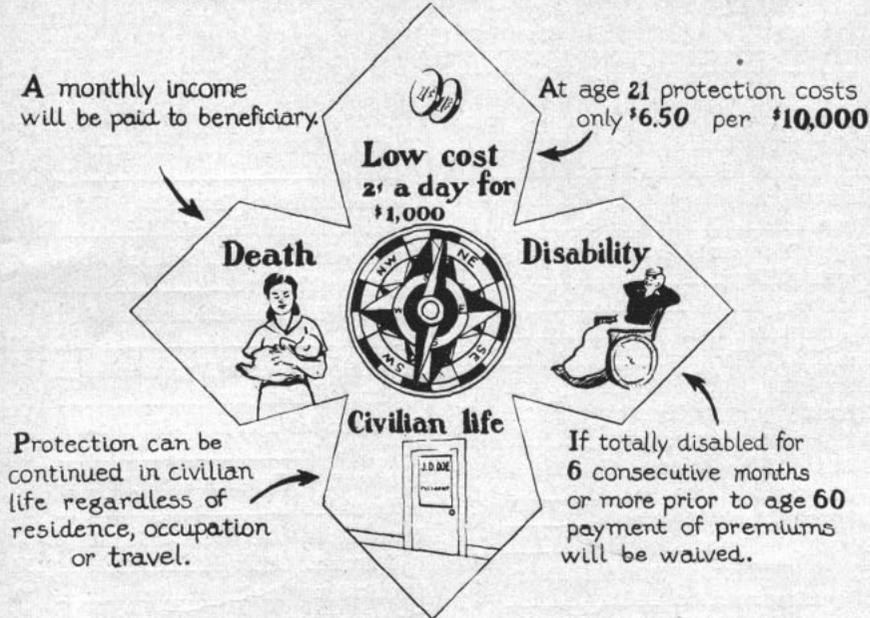
Reports of personal misconduct and offenses of every kind and character, excepting only conduct affecting security or considered inimical to the government or the military forces of the United States or its allies do not warrant a confidential report.



"Ouch! Sir!"

—The Chaser.

NO MATTER WHICH WAY THE COMPASS POINTS



YOU ARE ALWAYS ON THE BEAM IF COVERED BY-NATIONAL SERVICE LIFE INSURANCE

IT IS BETTER FOR YOU TO INSURE
THAN TO HAVE YOUR FAMILY UNSURE

This poster has been prepared to explain the merits of National Service Life Insurance

New Marksman Trophy Honors Wake Marines

The Brig. Gen. Calvin B. Matthews Trophy, a sterling silver cup honoring her late husband, has been presented by Mrs. Matthews to Lt. Gen. Thomas Holcomb, Commandant of the Marine Corps. General Matthews had been prominently identified with the development of rifle shooting in the Marine Corps, having captained a number of Marine rifle teams and served as Inspector of Target Practice of the Corps.

Donor of the trophy was Maj. A. J. Cincotta, USMC, who said his action was in tribute to the marksmanship of the Marines who defended Wake Is-

land at such a cost to the enemy before being overwhelmed.

In accepting the cup on behalf of the Corps, General Holcomb, himself a distinguished rifle shot, indicated it would be awarded annually to the winner of a special rifle-marksman-ship challenge match.

C. P. O. RAINCOATS

Chief petty officers may wear the same raincoat as that designated for officers, according to a change in the U. S. Navy Uniform Regulations, 1941, approved by the Secretary of the Navy and published as Bureau of Naval Personnel Circular Letter No. 172-42. Possession of the coat is optional.

AFRICA ACTION

(Continued from page 44)

vain. When we reached the beach we found that the men we had left there were gone.

"They themselves had been captured by the French. This information was given to us at this point by one of our French prisoners.

"There seemed to be nothing to do but return to the Army command post, so we started back on the route that we had already been over twice before.

"The country was flat, but occasionally we had to detour around ravines or heavy brush. We were getting along well when suddenly native soldiers appeared all around us as if by magic, and opened fire. Their sand-colored clothing had camouflaged them, and they seemed to emerge from the ground. In the first burst of fire they killed several of our men and eight of the French soldiers that we had originally captured. Every other member of our party was wounded.

"We were then taken to the first-aid station at Bouznika. On the way we saw several other ambushes similar to the one into which we had fallen. At Bouznika the French treated our wounds and sent us on in a truck which was attacked by one of our own planes.

"By this time we were very tired and somewhat confused. In one day we had captured a force of Frenchmen, been captured ourselves by other French who had fired on their own men in doing so. Then one of our own planes had fired on us. At any rate, we walked back to Boulhaut and spent Tuesday night there. The French treated us as well as they could, but there was only enough food for those seriously wounded and only two glasses of water per man.

"The next morning, Wednesday, we heard that Casablanca had fallen. We got hold of a French priest who could speak English and demanded that we be released. In a short time the French allowed us to leave, although only two of us, another man and myself, were able to walk. We were driven to Fedala, where my ship had docked, and I got aboard at noon, exactly four days after I had left it in the landing boat."

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THIS MONTH'S COVER



Two depth charges exploded simultaneously to make this spectacular photograph, taken from the speedy little PC boat which dropped the "ash cans." On the opposite page, the maze of poles, wires, and gadgets is a view of the aerological equipment atop the control tower of the Naval Air Station at Alameda, Calif. Both pictures are official U. S. Navy photographs.



